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The China Mail

JEYES

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Rainfall 0.47 inch

Humidity 69

August 9, 1919, Temperature 54

No. 18,024

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號九月八年十二百九千一英

HONGKONG, MONDAY, AUGUST 9, 1920

日五廿月六年申庚九國民華中

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WATSON'S

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THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

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Pure, Rich, Always Ready. Makes Your Cooking Easier And Better.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

SCENE IN THE COMMONS.

VEHEMENT DENUNCIATION OF THE GOVERNMENT.

MR. DEVLIN SUSPENDED.

LONDON, August 6.

The scene during the Committee stage of the Restoration of Order in Ireland Bill lasted some time, Mr. Devlin speaking nominally on a point of order, but his speech really being a vehement denunciation of the Government, the Bill, and the procedure adopted. He declined to take any notice of the Chairman and at one point both were on their feet together while loud cries of "Order" and Opposition counter-cries made it impossible to hear their remarks. Finally in a huff, the Chairman ordered Mr. Devlin to withdraw. He declined to do so and the Deputy Sergeant-at-Arms approached him and formally requested him to leave. Mr. Devlin still remained obdurate, whereupon the Chairman "named" him and sent for the Speaker, after which Mr. Shortt, the Home Secretary, moved his suspension.

DURATION OF THE BILL.

Prior to this scene, the House of Commons rejected by 216 votes to 68 an amendment limiting the operation of the Bill to a year after the termination of the war or after the passing of the Act. Sir Hamar Greenwood said that it was impossible to limit the duration of the Bill until order had been restored in Ireland, but he hoped it would be possible to repeal it before the period suggested. He emphasised that the Bill was only applied to parts of Ireland in which the Irish executive was of the opinion that special tribunals were necessary. He most sincerely desired to carry on without the application of this drastic measure except where it was essential.

Replying to a suggestion that a Bill for an indefinite period would cause misapprehension in the Dominions and the United States, Sir Hamar Greenwood expressed the opinion that the Dominions and the United States had such an intimate knowledge of the Irish situation that the Bill would in no wise perturb them.

The House of Commons passed the third reading of the Bill by 205 votes to 18.

LABOUR'S WARNING.

ARE WE DRIFTING INTO ANOTHER WAR?

EMPHATIC DECLARATION.

LONDON, August 6.

A strongly worded manifesto signed by eight Labour members of Parliament and eight prominent Trade Union leaders has been issued warning British public against the possibility of drifting into another war, accusing Poland of self-aggrandisement, and declaring emphatically that British Labour will not co-operate in the war as Allies of Poland.

BURN THE LOT!

AMERICAN WOODEN MERCHANT SHIPS ROTTING.

\$50,000,000 INVOLVED.

NEW YORK, August 6.

It transpires that the Government's much advertised fleet of wooden merchant ships built during war at a cost of \$50,000,000, lies rotting in various harbours. American shippers advocate burning the lot to save the cost of maintenance as they are totally unable to compete with steel vessels.

MESOPOTAMIA.

ATTACK ON THE COLUMN AT HILLA.

LONDON, August 5.

In the House of Commons Mr. Winston Churchill said that the column attacked by Arabs at Hilla had been sent out to prevent the spread of disaffection northward. It was attacked while returning. The losses, in addition to casualties, included one field gun, seven ammunition waggons, twelve Lewis guns, and eighty-nine transport carts. It ought not to be assumed that all the missing had been killed as possibly many casualties were heat casualties. Replying to Col. J. C. Wedgwood who asked whether the column was ambushed, Mr. Churchill said it appeared to have been a vigorously pressed home attack on the rearguard of a retiring force.

IMPERIAL PRESS CONFERENCE.

INCREASED AND CHEAPER NEWS FACILITIES URGED.

IMMEDIATE ACTION NECESSARY.

OTTAWA, August 7.

The Press Conference discussed the improvement of cable facilities, and unanimously adopted the following resolution:—
"This conference is strongly of the opinion that it has become necessary to secure forthwith facilities for better, quicker, and cheaper conveyance of news throughout the Empire and calls upon the Empire Press Union to take immediate steps to attain this end. It considers that the Governments of the United Kingdom and the self-governing Dominions, and India should be urged to use their influence to increase cable communication and reduce the rates for news messages so as to ensure the fullest interchange of news and opinion within the Empire, the Governments to assist in such provision, such assistance, however, to be limited to providing increased cheaper cable, wireless, and other facilities. Further, should any such assistance be given it should appear specifically in the estimates of public expenditure. This conference is of the opinion that full utility of cable and wireless communications as a factor in educating and maintaining a good understanding between all the peoples of the Empire will not be attained until the rates, irrespective of distance, are reduced to a uniform charge of a penny per word for press messages throughout the Empire."

A supplementary resolution was also passed, pledging the delegations from the various Dominions to urge their respective Governments to take immediate action on the foregoing resolution.

THE DOLLAR.

To-day's closing rate 4 1/2
To-day's opening rate 4 1/2

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE WAR ANNIVERSARY.

NEW YORK, Aug. 5.

Mr. Dolier, the National Commander of the American Legion of War Veterans organisation, cabled to Lord Haig and Lord Beatty, on the occasion of the anniversary of the declaration of war, paying a tribute to British valour, and saying:—"When we contemplate what would have been the state of affairs in the world to-day had not Britain acted as she did, the trials and difficulties of the present hour sink into comparative insignificance."

A NOTABLE TERCENTENARY.

WASHINGTON, Aug. 5.

President Wilson has issued a proclamation requesting that December 21 be celebrated throughout the United States—the tercentenary of the landing of the Pilgrim Fathers. He recommends that the day be fittingly observed.

VISCOUNT BUXTON HONOURED.

LONDON, Aug. 5.

It is officially stated that H.M. the King has appointed Viscount Buxton to be Chancellor of the Order of St. Michael and St. George in succession to Lord Lansdowne, who has resigned on grounds of ill-health.

AMERICA AND THE LEAGUE OF NATIONS.

MARION, Ohio, Aug. 5.

Senator Harding, addressing a meeting opposed to the surrender of rationality to internationalism, said he accepted the principle that no authority other than that of Congress could declare war for the United States. He continued:—"Why make a covenant that would violate the good faith of nations. Suppose, under Article Ten, armed force was agreed upon and Congress declined to respond, then the executive would be called upon to carry on war without constitutional authority, or we should prove our complete compact to be no more than a scrap of paper. We are on the side both of safety and honour, and hold for ourselves the decision of our obligations to the world."

MEXICO.

NEW YORK, Aug. 6.

The first definite act of hostility of General Carr's rebellion occurred at Ensenada, where Carr's forces seized the Mexican patrol ship "Tecate," shooting the captain and some members of the crew and arresting others.

THE PANAMA CANAL.

WASHINGTON, Aug. 6.

A total of 2,478 commercial craft, aggregating 8,500,000 tons passed through the Panama Canal for the year ended June 30. This is a record.

THE LYONS SILK MARKET.

LONDON, Aug. 6.

The Times correspondent in Paris says that in order to improve the Lyons silk market, traders have been requested to use the Lyons wireless station for transmission of daily prices.

HOME CRICKET.

LONDON, Aug. 6.

Sussex beat Essex by an innings and forty runs.
Gloucester beat Hampshire by 193. Hampshire made 36 and 55. Parker had 8 wickets for 33 and Mills 11 for 50. Leicester v. Yorks was abandoned. Warwick with 603 for nine wickets declared and beat Worcester by an innings and 340. Middlesex beat Kent by five runs.

DEEPWATER WHARF AT KILINDI.

LONDON, Aug. 4.

In the House of Commons replying to Sir Owen Thomas, Lieut.-Col. L. S. Amery confirmed the statement that a scheme for the construction by the Government of a deepwater wharf at Kilindi had been approved and that specifications were being prepared. Lieut.-Col. Amery added that close consideration was being given to town planning in the Kenya colony. Sanitary experts advise that the different races should be kept apart as far as possible. In planning the towns Indians and natives would be given ample accommodation in their part of the town.

BUSINESS NOTICES

J. T. SHAW

OUTFITTING DEPARTMENT

LAST DAY

—OF SALE—

FURTHER REDUCTIONS

TO CLEAR.

PLENTY OF GOOD BARGAINS STILL TO BE HAD.

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THE PHARMACY
(FLETCHER & CO.)
QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.
French Firm, Established 1860.

Quality, Variety, Perfection.

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Framo & Chalmers Engineering Works, Ltd., Edin.
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Firth's General Cable Works, Southampton.
(Cables, Wires, Fittings, Laminating Materials, Tapes.)
Chalmers & Hookham, Ltd., Birmingham.
(Meters for Home Service, Power and Traction Purposes.)
Balfour Electrical Co., Ltd., Manchester.
(Electrical Instruments of All Descriptions.)
Fell-Cumant Telephone Works, Ltd., Coventry.
(Complete Telephone Installations, Switch Board, Telephones.)
Crompton Waples & Iremonger, Co., Ltd., Coventry.
(Machines for Cars and Aeroplanes.)
Express Lift Co., Ltd., London.
(Electric Power and Cargo Lifts.)
Framo Fan and Carbon Works, Birmingham.
(Electric Fans, Blower Power Motors, Carbon Brushes.)
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VERMOUTH
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AND SURVEYORS.

Public Auctions—

S. S. "WING HANG"

NOTICE IS HEREBY GIVEN
THAT THE STEAMSHIP
"WING HANG" as she lies near
the wharves in the Harbour of Hong-Will be sold by
Order of the Mortgagees
by

PUBLIC AUCTION,

ON
TUESDAY, the 10th day of August,
1920,
at 12 o'clock Noon,
byMessrs. LAMMERT BROS.,
Auctioneers,
their Auction Rooms in Duddell
Street.The Ship is a Chinese Ship registered
at Canton.Her dimensions and tonnage are
approximately as follows:Length—147 ft. 1 inch REGISTERED
TONNAGE—Breadth—25 ft. 3 inches Gross—142
Depth—9 ft. 6 inches Net—264
and her speed is about 10 knots.

For further particulars and condi-

tions of sale apply to

Messrs. WILKINSON & GRIST,
9, Queen's Road Central,
or toMessrs. LAMMERT BROS.,
Duddell Street,
Auctioneers.

The Undersigned have received in-

structions to sell by Public Auction,
onFRIDAY, August 27, 1920,
at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
(for Account of the Concerned),
The Wreck of theS. S. "CHIYO MARU,"
as she now lies off the Lema Islands.Terms: Cash on fall of hammer when
the wreck will be at purchaser's risk.LAMMERT BROS.,
Auctioneers.

Hongkong, July 30, 1920.

Burglar and Fire-resisting

SAFES

"Prevention is better
than Cure."The Undersigned have just
received a new consignment of

Milner's Safes.

LAMMERT BROS.,
Duddell Street.

THE CLEANING OF

SUMMER FROCKS

is an important matter and we make
a speciality of re-freshing light
frocks and costumes so that they
keep clean longer than when treated
by ordinary methods.Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.

Write for Price List and See if

"JUST LIKE NEW"

A suit cleaned and pressed in the

"Diamond Way" really does look

"Just like new." All spots, stains
and other marks of wear are removed
and the shape is restored by careful
tailor-pressing.

Cleaners & Dyers.

The Diamond Dyeing and

Drycleaning Co.
Agent CASSUM [ARMED].General Dealer,
32, 34, Wellington Street.
Branch 28, Nathan Road, Kowloon.

Just arrived

a large assortment of

FILTERS

1 1/2 Gallons up to 4 gallons

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Nos. 20 & 22 Des Voeux Road Central,
Established 1880

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INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment

of (1) LACTOGEN the most digestive

food for infants which keeps good in

quality during Hot weather (2) LAC-

TOSE (Milk Sugar) for sweetening the

foods of Infants and Dyspeptics (3)

MILFORD-McGRATH FLUID INSEC-

TICIDE the Best Fluid for destroying

Flies, Mosquitoes, Bugs, Flies and all

other Insect Pests in Summer days, and

(4) JOHN CAHILL'S GOLDEN

FLEECE, MAGIC and CINDERELLA

SOAPS for keeping everything clean in

Houses.

PRICES are Very Moderate. In-

spection and Enquiries are cordially

invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China,
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FRESH SUPPLY

OF

SEELABLE

STAMP HINGES

OF

BEST QUALITY.

GRACA & CO.,

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Every kind of Footwear.

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TO

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VIRGINIAN CIGARETTES.



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LARGE SIZE

CIGARETTES

PACKED IN

AIR-TIGHT

TINS OF 50

CIGARETTES

MANUFACTURED

BY



This Advertisement is issued by Westminster Tobacco Co., Ltd.

HOW BERLIN AMUSES
ITSELF.STRAUSS, "RACE SUICIDE," AND
STOLEN CARPETS.

One of the most peculiar exhibi-

tions ever shown to the public has

been drawing crowds. It is a collec-

tion of magnificent Persian carpets,
stolen from all parts of the country,
by a manufacturer of the mysteriousfroth served up in the cafes as
whipped-cream substitute since the

war. This profiteer was busy furnish-

ing a spacious villa in Dusseldorf
when the police ran him to earth, and
identified no fewer than 23 of theluxurious rugs covering his floors as
the rightful belongings of other
people. The present display is in-tended to give everybody who has
missed a valuable carpet from his flat
during the past few years a chance of
recognizing the lost. The name of
such defrauded owners is legion.

The crime wave that has swept Ger-

many since the revolution has been
less productive of violent outrages
than of a specialized system of thiev-ing, ranging from daring hold-ups in
broad daylight and crowded thorough-fares, to the forgetful habit that has
caused the big stores, whose refresh-

ment-rooms everybody used as a ren-

dezvous in happier days, to dole out
tin spoons only upon production of a

two-mark pledge of security.

PLAYS AND PLAYWRIGHTS.

The influences of the moment are

not so much reflected in the fine arts
and all that used to stand for Kultur
as one might be led to expect from
the newspaper tirades of the schools
that sought a hearing once in vain,
and now, having won it, fail to hold
it. When turbulence was at its height
the "Geisha" enjoyed an almost un-paralleled run of success, despite the
most seductive young rivals from
Vienna; there are no fewer than three
Shaw plays; drawing crowded houses,
as the moment, and rehearsals of the
play "Bunbury" by Oscar Wilde,
are announced. Strindberg, Gogol,
and Gorki ring the changes with Ibsen
and Tolstoy. Every few weeks or so
new dramatic sky-rockets fizzle out
with one feeble spark. Of these the
most interesting figure is Toller, the
youth who joined the Munich Com-munist with the avowed intention of
inducing them to produce his hitherto
slighted tragedies. The comedies
were sympathetic, but the criticism
of the broad masses of the public
proved adverse. Long-drawn scenes
of inhumanity on the part of an Army
doctor failed to convince. Another
revolutionist, Hasenclever, has writ-ten a pseudo-classical drama, in which
the figure of the ex-Emperor is iden-

tified with that of Cronos.

THE WOMAN WITHOUT A SHADOW.

The first great artistic culmination
of the spirit of Central Europe is to

be found in the "Woman Without a

Shadow," the latest opera of Richard

Strauss from Vienna, and now draw-

ing crowded houses at the State Opera

House. It is the rhapsody, in a minor

key, of race suicide. A woman's

"shadow" is the bequest her body
makes to the next generation. TheQueen in Hugo van Hofmannsael's
symbolic text sees her husband, the
king, turning to stone because his raceexpires with him. Despairing, she
bargains with a poor peasant woman,
who agrees to forego her right of off-

spring in the royal lady's favour. The

leit-motif is the will of unborn child-

ren, sobbed out on E-strings in pure
sixths. It haunts each scene with
ghostly persistence. Once even,
malignant destiny—in a dyer's hut
where cloths of rich red and deep bluehang drying—bent on leading the
heartless woman of the people yet
further astray conjures five fish into
her empty frying-pan. Their thin
whimper while "frizzling" symbolizes

the feeble and frightened cry of un-

born babes denied an entrance to this
weary world. Stony precipices and
grim caverns of frowning aspect
typify the gloomy recesses into whichmarital souls withdraw when seeking
respite from one another. But in the
last scene flowers bloom on sunny
meads and the bridge of selflessness
is flung across the abyss separating
the lonely peaks which husband and

wife refused to share with one an-

other. A joyous chorus of babes tri-
phant swells the glad finale.

SCHOOL TROUBLES.

In the face of such doubtfully sin-

cere views on the part of poet and
composer, it is worthy of note that
a number of primary schools have been
closed down in Berlin owing to aninsufficient number of six-year-olds to
warrant their continuation. Of the
schools that are open many are still
being used as quarters for Reichwehr
troops, and "class-rooms" being thus
limited in number, the little ones are
obliged to attend morning and after-

noon school alternately. This ar-

rangement prevailed for the winters
of the past few years owing to the
coal-shortage and the impossibility of
heating too many big buildings. Long-suffering parents, never sure as to
school-hours, have grained in vain.
Statistics have not as yet been taken
concerning the receptive capacity of
young brains and the relative powers

of absorption between the hours of

eight and one as compared with those

between two and seven. Owing to
the increased tendency of families to
take the first chance of sending boys
and girls to relatives in the country,
regardless whether holidays have
begun or not, fines are being imposed
rigidly on such offenders. The Ger-

man intellectuals see in the strict en-

forcement of education according to
the old regime the only hope for the
future generation. And the parents'
councils, ushered in with so much
pomp a bare three months ago, are
not acting up to expectation. News-papers, make impassioned appeals to
the already overburdened householder
in vain.It is seldom, by the way, in this
land of carping criticism that the
entire Press supports any motion with
one voice. For this reason, the news-

paper, made public, of the steel mag-

azine, Stimmes, purchase of 60 papers
and six paper-manufacturers is fraught
with what may be the most far-reach-ing consequences. The paper famine
is already so extreme that enterpris-ing dealers establish themselves with
barrows at the corners of fashionable
streets and offer one mark a pound for
old newspapers for recycling pur-poses. The "corner" in the raw
material is a coup of the first water.

DUROPRENE.

MANCHESTER CHEMIST'S
CLAIM.

Simultaneously with the announce-

ment that the German synthetic rub-

ber concerns have closed down, our
own newspapers are putting forward
a big claim on behalf of Mr. S. Pea-chey, a Manchester chemist, who is
said to have discovered a method
that will cheapen the production of
rubber goods, and lead to new usesof the commodity. Mr. Peachey,
who is a lecturer on rubber chemis-try at the Manchester College of
Technology, did some very use-ful war work. Among other
things, he patented a new rubber
product, "Duroprene." Referencesto this, and to his new accelerator
for the vulcanising of rubber, appear
in the official record of the chemical
researches undertaken by the college
during the war. Sulphur, as is wellknown, is the chemical used in the
ordinary process of vulcanisation, to
give strength and durability to crude
rubber. Mr. Peachey, by introducingsulphur in the form of two gases
(sulphur dioxide and hydrogen
sulphide) reduces the time required
for the operation by two-thirds. It
may be that the new process will
enable rubber to compete on better
terms with leather and other raw
materials and developments will be
watched with interest, but at present
the process is still in the experimental
stage.—E.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

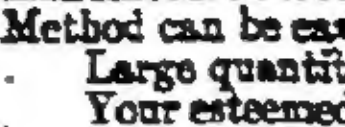
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BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,
EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs, REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.THE HING WAH PASTE MFG.
CO., LTD.HEAD OFFICE: Hongkong, Nos. 47 & 49, Connaught Road
Central, Tel. No. 2230.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay
and Shanghai, No. 71, North Soochow Road.

FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES,
HOTELS & SHIPS.BRASS AND IRON BEDSTEADS, UPHOLSTERY,
ELECTRO-PLATED WARE, GLASSWARE, CROCKERY,
HIGH-CLASS TEAKWOOD & BLACKWOOD FURNITURE.

CHEONG LEE & CO.

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CABLE ADDRESS: "CHEONGLEE" A.B.C. CODE 5TH EDITION.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE IMPULSE BAY HOTEL,

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMWAYS Pass Entrance, Electric Lifts, Fans and Lighting.
A European Bath and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.Telephone 373. Telegraphic Address:—"VICTORIA"
J. WITCHELL, Manager.

CARLTON HOTEL.

(SEE ONLY AMERICAN HOTEL IN THE COLONY.)
102 HODGE STREET.Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietress. Launches most Passenger Boats.

Telegraphic Address: "CARLTON" Maa. F. R. CAMERON.

PALACE HOTEL

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(Two minutes from Star Ferry.)

Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to

Telephone K. 3. Telegraphic Add.:—"PALACE

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"To-Kwa-Wan" Coal Storage

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Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
August 10, 1920, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTRADES, TEAKWOOD TWIN BEDSTRADES, CARPETS, &c., &c., comprising:-

Chamberfield Sofas, Arm-chairs (n.w.), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood White Enamelled Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c. (fumed Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Heating Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also

One Good Piano, 1 Enamelled Bath, American Ice Chest, and 1 large Tintin Carpet, (new).

(Full Particulars from Catalogue).

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 5, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
August 10, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, &c., &c.,
Comprising:-

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And

Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 5, 1920.

(For Account of the Concerned),
on
FRIDAY,
August 13, 1920, at 2.30 p.m., at No. 18, Ice House Street, Top Floor.

THE
Valuable Household Furniture,
&c., &c.,
therein contained.

PRACTICALLY NEW
Comprising:-

Fumed Teak Dining Room Suite, Cutlery, Plate Silver Crockery Articles, Glass Ware, Dinner and Tea Services, &c., Chamberfield Sofas and Arm-chairs, Pictures, Heavy Bronzes, Vases and few lots Carico, Curtains and Cushions.

White Enamelled Bed Room Suite, Bed and Table Linen, Curtains, Blankets, (all practically new).

Also

Fumed Teakwood Bed Room Suites, (Double and Single Beds), Toilet Sets, Desks, &c., Bath Room, Toilet, and Kitchen Utensils, (new Stove).

Terms:-Cash.

On view from Thursday, 12th August 2 p.m.

Catalogues may be had on application to the Undersigned.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 5, 1920.

WANT ADVERTISEMENTS
35 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents for 8 insertions.

FOR SALE
FOR SALE—No. 1 Stewart Terrace, 87, The Peak. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

TO LET OR FOR SALE
GLENSHIEL No. 141, The Peak, near Barker Road Tram Station. Apply to Linstead and Davis, Alexandra Buildings.

PUBLIC AUCTION.
THE Undersigned have received instructions from THE CUSTOMS EXERCISE PROSECUTION to sell by Public Auction,
on
SATURDAY,
August 14, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

Silver Tea Sets, Vases, Bowls, &c., Electro-plated Ware and Cutlery, One Sextant and 3 Clocks, Three Albums of Stamps.

And

Several lots of Wine.

On view day of sale.

Terms:-Cash.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, August 6, 1920.

MARTIN'S
APOLLO STEEL
PILLS

A French Remedy for all Venereal Diseases. It is the only medicine that cures the disease in the blood. It is the only medicine that cures the disease in the blood. It is the only medicine that cures the disease in the blood.

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APOLLO STEEL
PILLS

AUSTRALIAN ZINC

Purity Percentages
99.9% — 99.75% — 90%

The high standard of purity maintained in the products of the Zinc Producers of Australia always justifies the confidence users put in it. Australian Zinc acts and reacts with certainty.

The Association is prepared to supply the following:-

Electrolytic Zinc Containing about 99.9% Metallic Zinc (99.9% guaranteed)	High-Grade Zinc Dust Containing about 90% Metallic Zinc
Spelter Containing about 94.5% Metallic Zinc	Zinc Concentrates Various Grades

The Sole Selling Organisation for the above Australian productions is
Zinc Producers' Association Proprietary Ltd.
Colliers House, 350 Collier Street, Melbourne, Australia.
London Address:-Pineapple Hall, Austin Friars, London, E.C. 4.

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UTILITY, LUXURY AND ECONOMY

The world-wide popularity of this pioneer, eight cylinder car is based on its reliable service under every condition of road and climate. Its famous motor practically eliminates gear shifting, banishes vibration and develops great power at small fuel expense.

Four beautiful body models satisfy the most exacting taste.

- 7-passenger Touring Car
- 7-passenger Sedan (closed car)
- 4-passenger Four-door (sporting model)
- 2-passenger Road-King (speed model)

ARKELL & DOUGLAS, Inc.,
28 Canton Road, SHANGHAI

KING MOTOR CAR CO.
Export Department
400 Broadway, New York
U.S.A.



INTIMATIONS.

CHINA COAST OFFICERS' GUILD.

NOTICE OF REMOVAL.
THE Office of this Guild, will be REMOVED on and as from September 1st, 1920, to the Mercantile Marine Office (Shipping Office) grounds at West Point.

W. E. KIRBY,
Assistant Secretary.
Hongkong, August 6, 1920.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.
JOHN ARNOLD,
Secretary.
Hongkong, July 17, 1920.

NOTICE.
I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguiar Street, and will carry on business as before under the style and firm name of HIPTOOLA & CO.

I am showing new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLA
Milliner and Draper.
Hongkong, July 28, 1920.

THE DRAGON MOTOR CAR CO.

WE have installed an additional TELEPHONE and clients can now ring up No. 482 or 3555.

NOTICES TO CONSIGNEES.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.
S.S. "VENEZUELA."

From SAN FRANCISCO, via HONOLULU, YOKOHAMA, KOBE, SHANGHAI and MANILA.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on August 10th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 11th will be subject to re-shipment.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
Hongkong, August 5, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

"S.S. WEST NIGER."

From SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBE, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on August 10th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 11th will be subject to re-shipment.

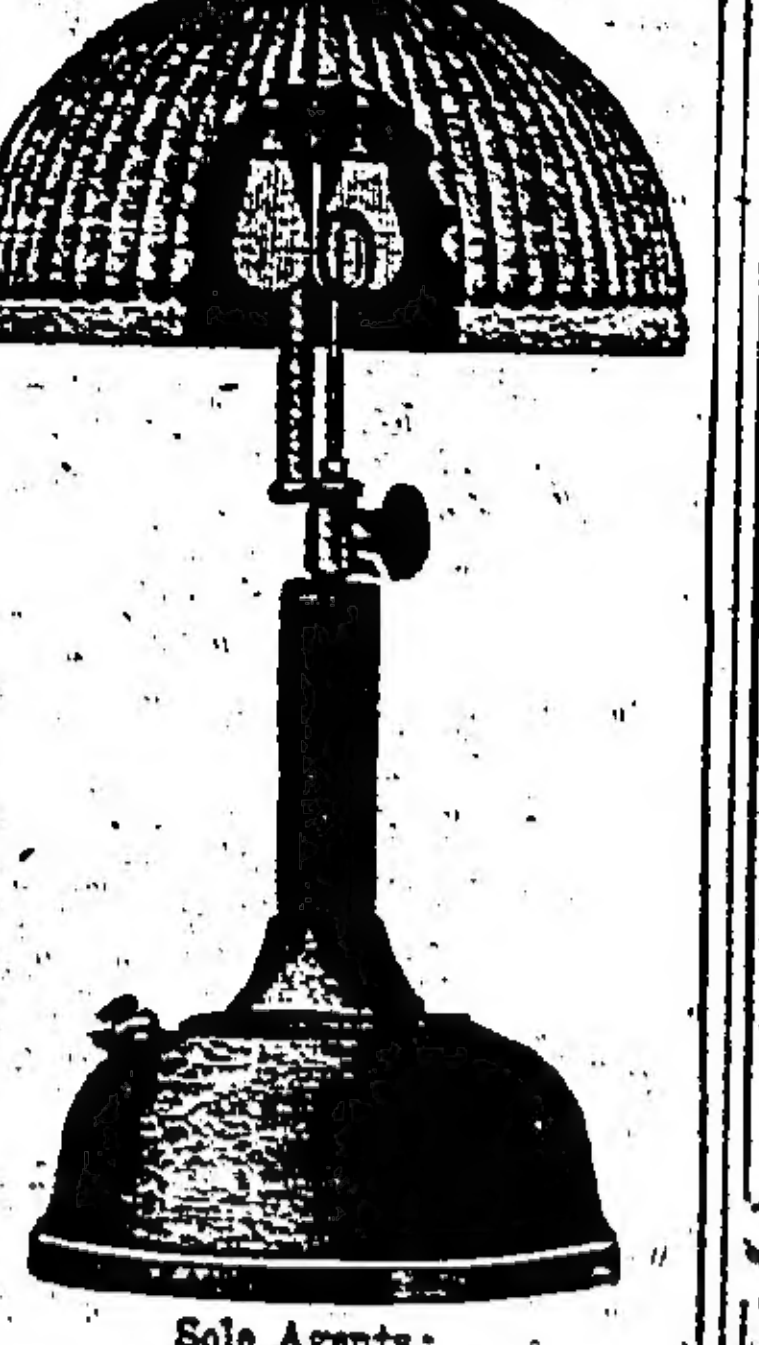
No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
Hongkong, August 5, 1920.

ARCO-LITE

BURNS
35% Air 5% Gasoline
or Kerosene



Sole Agents:
TANG LIUY & CO.,
87-89 DE VOEUX ROAD, HONGKONG.
68 CONNAUGHT ROAD CENTRAL, TELEPHONE NO. 1570.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship
"TENYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on FRIDAY, the 6th Aug 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 13th August, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Monday, the 16th August 1920, at 11 a.m.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, August 6, 1920.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG & ROTTERDAM.

THE Steamship
"SWAZI"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 15th August will be subject to re-shipment.

All claims against the Steamer must be presented to the Undersigned on or before the 20th August, 1920, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LIMITED.
General Agents.
Hongkong, August 6, 1920.

Glover's
Famous Dog Remedies

Learn the Cure and Prevention of the diseases of your dog.
Book on "Dog Diseases and How to Feed" sent free on request.

H. Clay Glover Co., Inc.
118 West 34th St.
New York, U.S.A.
Lester WHITE & WHITE
(Lond.) Ltd., Lond. Eng.

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Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photos.
Developing and Printing for Amateurs a Speciality.
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Tel. 224.

NOTICES.

PRIVATE CAR OWNERS!

WE CAN GARAGE YOUR CARS FOR \$20 PER MONTH.

EXPERT CHAUFFEURS SUPPLIED AT SHORT NOTICE.

ALL KINDS OF REPAIRS UNDERTAKEN.

PETROL, OILS, GREASES, TYRES, ETC., ALWAYS IN STOCK.

UP-TO-DATE SCHOOL OF MOTORING FOR TRAINING PROFESSIONAL DRIVERS.

FOR TERMS APPLY:

THE HONGKONG MOTOR CO.

141, PRATA EAST. TELEPHONE 1036.

SWATOW DRAWN THREAD WORK, CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,

54, QUEEN'S ROAD CENTRAL. CABLE ADDRESS TSANG.
P. O. Box 564.

BUY YOUR STATIONERY FROM US.

We Keep the Finest Stocks Complete.

PRICES MODERATE.

DER A. WING & CO.

Paper Merchants
Stationers, Printers & Bookbinders.
60, Des Voeux Road, CENTRAL.

LONG HING & CO., PHOTO SUPPLIES.
Kodak and Ektachrome, &c. &c.
DEVELOPING & PRINTING A SPECIALITY.
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THE HOTEL ASIA
WEST BUND, CANTON.

The highest building in Canton affording a panoramic bird's eye view of the whole city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.

Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

Special monthly and family rates can be arranged on application to

THE SUN CO., LTD.,
Proprietors.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



六 龍 香 煙 外 國 凡 天 華 商 會
中 國 香 煙 外 國 凡 天 華 商 會
五 龍 香 煙 外 國 凡 天 華 商 會
雙 龍 香 煙 外 國 凡 天 華 商 會

TAIYO & CO.
JAPANESE PHOTOGRAPHERS.
BOOTS AND SHOES
MADE TO ORDER.
No. 24, QUEEN'S ROAD CENTRAL.

MEE CHEUNG
HIGH CLASS PHOTOGRAPHERS.
Ice House Street. Tel. 1018.
A large stock of
Kodak and Kodak
Supplies
Just arrived.

WATSON'S

PRICKLY HEAT LOTION
PRICKLY HEAT POWDER

an infallible remedy—immediately relieves the
irritation and effects a speedy cure.

WATSON'S

MOSCATINE
REPELS MOSQUITOES.

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

Wm. **Powell** Ltd.
TELEPHONE 346

JUST RECEIVED
PRETTY WHITE, AND
COLORED VOILE GOWNS

DAINTY GEORGETTE
BLOUSES

INSPECTION CORDIALLY
INVITED.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.
HONGKONG, MONDAY, AUGUST 9, 1920.

RECLAMATIONS.

It is impossible to cruise about the harbour of Hongkong without noticing what a lot of land is being or has been reclaimed from the sea. This was inevitable. The immediate purpose of it is good. The question will presently arise, and perhaps be answered by the Harbour Engineer who is coming to offer expert advice, whether these reclamations may not sometimes have effects upon the harbour, as a harbour, that may be as undesirable as they were unforeseen. The China Mail has suggested on previous occasions that they must have a considerable bearing on the problem of siltage.

There is, for example, the Wan-chai reclamation, already begun by the dumping of material, and later on to be completed by the removal of Morrison Hill. The capitalists who projected this scheme would be led to do so on noting that the harbour, on that side, between the Naval Yard and the Kowloon Island shore, is very shallow. Did they consider why it is shallow? The shallowness must be primarily due to the little river that comes out of Happy Valley, more or less constantly adding to the siltage at and around its mouth. That mouth, when the reclamation scheme is completed, will be carried out further into the harbour, which at this point happens to be almost at its narrowest. What effect will this projection of the natural siltage have upon the depth of the channel? There is a scour caused by the entering and leaving tides, but it is doubtful if the scour is at its strongest just at this point. From North Point outwards, through Lyceum and Futabaun, it is so strong that siltage is most unlikely, except on the mainland side, and in the backwash of Kowloon bay. Has any change been noted as a result of the Electric Light Company's reclamation? The coming expert, if he is to give us his best, will require a chart showing not only the soundings, but also the wonderful vagaries of our harbour currents, which shift from side to side like a tacking ship, according as they come to promontories, reclamations, piers, and mud or sand banks. The ebb and flow through our two narrow entrances is a good natural scourer, but the immense size and contorted shape

of our harbour scatters and diffuses its energies. The ebb at either end seems strong enough to prevent the formation of harbour "bars": at least we have heard of none, and seen none of the usual signs. But a good deal of land drainage empties at certain seasons into the harbour, and the effect is siltage at various points determined by (1) the point of discharge, (2) the direction and strength of the ebb, and (3) the configuration of the coast. Attention of (1) and (2) and (3) in most inculcable ways, and of course they cause varying depths accordingly. Amateur and rough soundings with fishing lines, checked by memory alone, without records, suggest that this process has been and is still going on at certain well-known fishing grounds. A solid pier put out into the rip that skirts North Point might silt up the fore-shore now to be reclaimed, without any further effort by man. The effect of such things cannot always be accurately foreseen. Therefore, armed with his chart of currents, the expert should be asked to consider the probable effects of the various alterations we are making to our coast lines, and to suggest methods of controlling them, and of avoiding undesirable ones. His chief business, of course, will be to advise us how to get and keep a deep anchorage and fairways, and on this all these reclamations and pier works have a most important bearing, that seems to have been hitherto overlooked. Generally speaking, any alteration of coastline produces effects almost immediately noticeable. The natural drift of sand and other detritus is interrupted, it is apt to pile up on the weather side of the interruption, and this may cause erosion beyond, and siltage between the two points. Pitt's breakwater on the eastern coast of Jersey is a notorious example, filling up a harbour formerly deep. Madras harbour is another example, and the Port Said entrance to the Canal another.

PASSPORTS: ILLUSTRATIVE INCIDENT.

Although there is a deep hue of prejudice about the story of the Japanese treatment of an Englishman who forgot his passport (see elsewhere in this issue), there is sufficient basis for strong comment. As a result of diplomatic discussions, the outcome most probable will be the release of Mr. Shaw, with apologies from the Japanese government for the offensively ex-

cessive zeal of their officials. It is, of course, a man's own fault if he travel without his passport when he knows that it is liable to be asked for; but in this case the man, who ought to have known better, seems to have thought that common sense would prevail over the notorious red-tapism of Japanese understrappers. He relied on the fact that they let him through without his passport, and concluded that they would let him back again. In view of the peculiar situation up there, and the anomalous positions of China and Japan respectively in that area, an Englishman might expect to receive special consideration. In this case it is alleged he got it; but of the wrong kind. We cannot hope for a strong line being taken by the London end (they are busy), but we trust our Minister at Peking will rise to the occasion.

If all Japanese statesmen think as Marquis Okuma does, we need not expect too much by way of satisfaction. We are in quite cordial agreement with the Marquis in deprecating newspaper war talk; but when he says that "protests are merely paper," we see an indication of a spirit which helps to ensure the maintenance of war as a remedy. Protests are not scraps of paper. Protests are propositions that should be seriously and impartially considered, as we hope the protest against the treatment of George L. Shaw will be.

A ROTTEN EGG.

We note a glib utterance (repeated in a local newspaper) to the effect that criticism should aim at being remedial; that criticism confined to proving the worthlessness of a thing is not good, and "shows a hateful spirit." This is the old cliché about "constructive criticism," slightly recast. It bars certain criticisms of "destructive criticism," that are necessary and are good, although they are only indirectly remedial, and sometimes appear to be purely destructive. Take the criticism, "This egg is rotten." The effect of Mr. Copley Moyle's discourse is that unless we can see our way to the substitution of a fresh egg, we have no right to describe the egg in hand as a rotten. He goes so far as to assert that we "show a hateful spirit." That is obviously nonsense. Unless you have something better to offer, "Well, we may have nothing better to offer; but if the egg is rotten, we have a right to say so. If may even be a duty to say so. There is, ultimately, no criticism that is not remedial. In the case of the rotten egg the only remedy is to throw it away; if possible, at a politician. Indirectly, it is quite clear, we thus pave the way towards the provision of more wholesome food, and towards better politicians. When the preacher makes the assertion that "there are people who are always criticizing, not with a view to improving things, but with the object of proving the worthlessness of everything," he makes an assertion that is strikingly uncharitable, and one that he is not in a position to justify by proofs. Such a "critic" would be insane, and we do not believe in his existence. We "do believe in the existence of a considerable number of people who are too willing to impute bad motives to unwelcome critics, as a means of discounting criticisms they cannot otherwise rebut.

A rotten egg is a rotten egg, even if there isn't another in the larder.

COON'S KISS CORNER.

Saturday afternoon's walk was from the Peak Station to Black's Link, and there connecting with the new motor road that comes up from Morrison Hill. The new road is an example of splendid engineering work, serpentine through picturesque but difficult country; and it will presently become the moving cause of enthusiastic comments by tourists. As a means of opening up residential sites, however, we are less disposed to praise it. Along its whole length the reasonable sites could be numbered on the fingers of one hand, either above it or below. It may open up many sites on the top, but these might be counted already accessible by the existing peak roads—good for all purposes save motoring. Continuation of the road round to Pokfulam, and provision of better roads on the Kowloon peninsula, would have seemed more immediately desirable, as means of opening up residential areas. Still, it's a mighty fine road, offering views and panoramas surpassable nowhere. At present most of it is covered with four or five inches of unrolled metal, so inquisitive pedestrians are advised to wear strong boots. At one point about half way up, on the upper side of the road, there is a curious feature consisting of two rounded rocks between which the road builders have inserted masonry. The broad effect is that of an exaggerated nigger mouth, thick lips and teeth showing. The China Mail commissioner names this "Coon's Kiss Corner." Let posterity observe this. There is no other name for it.

WRONG WAY ROUND.

Surely Renter has made a mistake in the telegram referring to the arrestation of "the Bolshevik offensive on the Bug." If all that we have been told about the "personal untidiness of the Bolshevik" was fairly put, the message must refer to the offensive bug on the Bolshevik.

LOCAL AND GENERAL.

Some 30 Japanese captains of industry are due to arrive in China early in September.

The body of an adult male Chinese was recovered from the harbour early yesterday morning, near No. 2 Police Station.

It is reported that several places in the North River districts have been flooded to the depth of more than ten feet, and that great damage has been done to property.

The damage done to the Canton-Kowloon Railway at Nam Kong has been partially repaired, and the railway service between Canton and Hongkong was restored on August 5.

According to the Jiji, Dr. Solf, the new German Ambassador to Japan, and his party, were to have arrived at Kobe on August 2. They were to proceed to the capital the following day.

Word has been received in Shanghai that Captain Edward Evans, Jr., will return to Shanghai in September. Captain Evans had command of a large division of the Chinese Labour Corps.

Reports from Canton tell of great flood damage in the city, at Fatsan, Hoksan, Kongmoon, Shek-po and elsewhere. Many were killed in house collapses and many more are homeless.

The marriage is announced of Mr. F. J. Mottershead, manager of the Engineering Department of Messrs. Thomas W. Simmons and Co., (China) Incorporated, to Miss L. Voss, eldest daughter of Mr. K. K. Voss, of Shanghai.

Sir Aubrey Goodman has been granted three months' extension of his leave so that if he is permitted by his medical adviser to return to the East he should be back in Singapore in December next to take up his appointment as Chief Justice of the Straits Settlements in succession to Sir John Bucknill, K.C.

Mr. T. G. Hutchings, the new Superintendent of the Hotel Asia, arrived in Canton last week, accompanied by Mrs. T. G. Hutchings. Having had a great deal of experience in business while in Sydney, Australia, Mr. Hutchings will no doubt be a successful Superintendent.

According to a Canton press report, a telegram has been received from Macao stating that the detained gun-boat "Kong Tai" will be handed back to the Canton Government shortly, since the crew of the gun-boat did not unite with the revolutionists in fighting against the Portuguese soldiers.

The boycott continues quietly, and in unexpected places. A few evenings ago a party of Japanese visited the New World in the French Concession, Shanghai, but the man at the box office loftily refused to take their money, and they had to depart. The incident found its way into the Chinese Press, and adds another item to international complications.

The Bank of China has recently written to the Canton authorities urging the latter to help them maintain the value of their notes. Recently rumours have been circulated to the effect that the notes of the Bank of China would be withdrawn from circulation when the Provincial Bank of Kwangtung issues its new notes. The Military and Civil Governors ask that rumour be disregarded.

A recent Admiralty Order places Hongkong among the places at which appointments to wireless telegraphy stations will be normally for a period of two years, with option of extension up to a maximum of three years. A reminder is given that an appointment of two years duration entitles the holder to repayment of half cost of passage for his wife and family, but free full passage is confined to officers appointed for five years and upwards.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Chamberlain's Colic and Diarrhoea Remedy is a safe and reliable remedy for all cases of colic, diarrhoea, and other ailments of the bowels. It is a safe and reliable remedy for all cases of colic, diarrhoea, and other ailments of the bowels. It is a safe and reliable remedy for all cases of colic, diarrhoea, and other ailments of the bowels.

LOCAL AND GENERAL.

During the recent typhoon, 7 houses in Canton collapsed and 18 houses were partially destroyed. Fortunately no one was injured.

The consecration of the Rev. Charles Ridley Duppy, one of the secretaries of the Church Missionary Society, to be the Sixth Bishop of Victoria, Hongkong took place on June 24, at St. Paul's Cathedral.

The Canton vernacular press reports that robbers have written to the Sincere Company demanding money under threats of violence. The manager of the store has handed the letter over to the police for investigation.

Home papers report that the demand for autumn passages to the East is very great, and the P. and O. announces that application for passages by vessel sailing in September and October are being dealt with in order of their priority of registration, but that already more applications for passages by these steamers have been received than can be satisfied.

Owing to the arrival of the delayed Vancouver mail by the "Toyohashi Maru," together with steamers from Europe, America, Australia, Japan, India, and other countries, Friday was about the busiest day for the staff in the history of the Hongkong Post Office, no fewer than 1,693 bags being received, of which 500 were for the Colony.

There would seem to be considerable difficulty in appointing a successor to Sir Charles Eliot as Rector of the University of Hongkong. The L. & C. Express understands that Sir Denison Ross has definitely decided that he will not leave his post as Director of the School of Oriental Studies in London, and that, consequently, the new occupant of the post will have to be sought elsewhere.

The monthly whist drive of the White Regiment Sergeant's Mess was held on Friday evening in Murray Barracks. The following were the winners—Ladies—1, Mrs. Vosper (178); 2, Mrs. Burden (175); 3, Mrs. Holdman (173); 4, Mrs. Blackford (139). Gents—1, Sgt. Gaylard (175); 2, Mr. Mashey (174); 3, Mr. Hayes (173); 4, Mr. Dyer (128); R.O.M.S. Miller was M.C.

A correspondent in Java writes to the L. & C. Express: The latest Japanese trick has just come to light. On all the match-boxes, there is printed, "Manufactured in Sweden." The matches are of a very inferior quality, and people set to work to find out. Result: There is a village in Japan which is now called "Sweden," and there the match factory has been established!

The Imperial Conference, which is to be shortly held in London, will take into consideration the defence of overseas coaling stations and naval bases in the light of the late war. Many weaknesses in the present system were found, though rarely by the enemy, and it is probable that there will be a further linking up of the chain of defences which encircle the globe. Wireless stations will jump largely in future defence systems overseas.

Chinese in Hankow report that a very severe plague, probably cholera, has been raging in Wuchang recently. Many people who contract this disease drop dead in the streets, or die after periods of suffering lasting from one hour to half a day. All the coffin shops are reported as being emptied of their stocks, and there is a perpetual stream of dead being carried out through the Eastern Gate. A portion of the city near the Northern Gate is said to be the worst centre of the affliction.

Mr. Charles C. Batchelder who has been acting American commercial attaché at Peking, has left the capital to take up new duties as American Trade Commissioner in India. Mr. Lynn W. Meekins, Trade Commissioner in China, has charge of the American commercial attaché office until the return to Peking of Mr. Julian Arnold, the Attaché who has been some months in America and who is expected to arrive with the big party of Congressional tourists which is headed by the former Minister, Dr. Reineck.

News has been received in Yokohama of the death of Captain John B. Will for over twenty years Shipwreck Clerk in the British Vice-Consulate at Hakodate at the age of 81. Death occurred on the 9th inst. Captain Will first visited Hakodate in 1890 on a barque. In 1892 he again came eastwards as second mate of the "Akino," which was carrying a complete survival plant to be erected at Hakodate for Captain F. W. Blackiston, the well-known "ornithologist," then established as a merchant at the port. He arrived at Hakodate in 1894 and from that time made his home in Japan. For a number of years he commanded vessels for the old Mitsubishi Company and finally in 1898 joined the British Vice-Consulate at Hakodate. Shipwreck Clerk. The Japan Gazette reports that he wrote his memoirs in full, but whether they have been published or remain in manuscript is not stated.

V.R.C.

ANNUAL MEETING.

The V.R.C. annual meeting on Saturday evening passed off quietly—no rows. Many of the members were out in the open, enjoying the first fine Saturday in weeks. So only about 40 out of the 200 were present.

Mr. R. E. Bellios, one of the few remaining original members, presided. The reports and accounts proposed and seconded for adoption by the Chairman and Mr. W. Logan, were passed without criticism.

Mr. Claud Severn was re-elected Chairman, on the chance of his coming back, and in recognition of his past keen interest in the Club's affairs. Other officers elected were: Acting Chairman, W. Logan.

Hon. Sec.: R. Wittchell. Hon. Treas.: A. E. S. Alves. Committee: A. A. Alves, C. M. S. Alves, A. H. Carroll, E. Ezra, A. McKirdy, T. Meek, R. H. B. Mitchell, A. F. B. Silva-Netto, and Tom Wright. Ballot Committee: D. Logan, R. W. Tatum, C. C. Jorge, E. Hyndman, C. A. C. Rodrigues, S. Marcal M. L. Ralton, G. Carvalho, J. Stewart and A. E. Ellis.

The gymnasium is a very high room, with galleries. It was decided to connect these galleries with a continuous floor, and thus provide an extra room to meet the claims of the growing membership, which now needs a reading room, snack buffet, etc. Mr. Wittchell had taken up this scheme with energy, and on explaining it Mr. Bellios, that gentleman generously offered to pay for the floor.

Mr. Wittchell was ordered, after considerable discussion, to get on with it, and the meeting voted its enthusiastic thanks to Mr. Bellios.

MURDER MYSTERY.

SIX STAB WOUNDS.

UNKNOWN ASSAILANT ESCAPES.

Inspector Caygill, of the Yau-mai Police Station, at 8 o'clock last night received a report that the dead body of a male Chinese had been removed from No. 39 Temple Street to the public mortuary. The remains bore six stab wounds, three on the left shoulder, two on the right arm and one in the left hip. The cause of death was hemorrhage from the wound in the hip. As the result of enquiries made it is suspected, but the identity of the assailant is a mystery. All the assistance the deceased's wife could give to the police was the information that her husband came home at 2 a.m., on Saturday covered with blood and said that he had been stabbed outside a latrine by an unknown man. She examined him and found that he had six wounds on his body. As the wounds were very small, she did not think them serious, and therefore did not send for the police. She dressed his wounds herself and put him in bed. He died on Sunday night.

The police are at a great handicap in tracing the murderer who has had 48 hours' start, and may have escaped either to Macao or Canton.

FRENCH STEAMER LOST.

EXCITING TYPHOON EXPERIENCES.

The s.s. "Marne," a locally built vessel, is aground off Tykam Island, being a casualty consequent on the recent typhoon. Latest reports are that she is held hard and fast and that the deck is under water at low tide, while at high tide the water reached the bridge. A tug from the Tai-koo Dockyard with engineers and salvage apparatus aboard has been despatched to the scene of the disaster and should reach the ship to-day. The vessel was in command of Captain Ceconci and carried a French Chief Engineer and a Chinese crew. No lives have been lost. The "Marne" was on a voyage from Saigon to Hongkong laden with rice and was near the Ladrone when the typhoon burst on her. She endeavoured to get shelter under the lee of one of the islands, but the waves were so high that the Captain says he has never encountered such seas. The engines were partially disabled and the ship drifted westward, striking when between Tykam and Ton Qua Islands. When the weather abated the officers and crew landed on Ton Qua, being met by a party of natives, armed with knives, who did not appear to be at all friendly disposed towards their enforced visitors, and as soon as the sailors moved away, commenced looting the ship. Capt. Ceconci and his crew then walked for eight hours until they reached a small village known as Chakal where they were very hospitably received by the Mandarins. A tank was put at their disposal, and leaving Chakal on August 5 they arrived at Macao in time to embark on a Hongkong boat on August 7.

The "Marne" is owned by the Compagnie Navigation Francaise de Indo-Chine, of Saigon, and is under charter to Messrs. Lapique & Co., of Hongkong.

JAPANESE ARREST ENGLISHMAN.

FAILED FOR FORGETTING HIS PASSPORT.

RETAINED LIKE A COMMON CRIMINAL.

The following letter over the signature of X, written from "Manchuria," July 26, appears in the N.C. Daily News.

On the evening of July 25, Mr. Shaw went to Shinjishu for the purpose of meeting his family on their return from Japan; he forgot his passport and was arrested. He is retained like a common criminal in a Japanese prison and his friends are not allowed to visit him. Although his residence is in Chinese territory, they put round his house an armed cordon which was lately removed by the Chinese authorities.

Owing to his success in business for many years, Mr. Shaw has been regarded by the Japanese as an obstruction to their trade, and apparently they now think that the best way to put such a strong competitor out of business is to lock him up.

The Japanese have not forgotten the building of the Yalu Bridge, when Mr. Shaw compelled them to spend about an extra million yen.

A solid bridge to keep out shipping and paralyze the water-borne trade of Antung was what the Japanese intended to build; it was chiefly due to Mr. Shaw's influence that an opening span, which allows shipping to pass, was inserted, and the machinery connecting the opening cost about a million yen.

JAPANESE PRESERVES.

Since the boycott of Japanese goods, merchandise from foreign countries has percolated into Manchuria by way of Antung. This importation of foreign goods seems to be annoying the Japanese who regard Manchuria as a special commercial sphere for Japanese only.

All fair competition in Manchurian trade is apparently looked upon by Japanese as encroaching on their preserves, and, greatly to their annoyance, British boats may now be seen trading in Manchuria.

Recently a line of steamers from Antung to Takushan has been running under the British flag; these boats are owned and controlled by Mr. Shaw, and this venture, which at first seemed a doubtful speculation, has now developed into a successful business.

At a recent meeting, publicly convened by the Japanese for the purpose of protecting the port of Antung from cholera, apparently with the object of searching and delaying Shanghai steamers with a view towards placing suspected ships in quarantine, there was much argument between the Japanese and Chinese. Mr. Shaw was present, requested to be informed where the cholera came from, and was told that it came from Japan. Then, said Mr. Shaw, it is a matter for the Japanese.

It seems that there was an imaginary case of cholera imported as an excuse, but this suspected case got better immediately after the meeting. We have heard no more about cholera and the imaginary doctors parading in white are seen no more. Neither is Mr. Shaw, who is locked up in durance vile, and is compelled to remain in prison for 14 days without being charged. Such is Japanese law, and this is their plan to strangle British trade.

It is quite possible that the Japanese will have charges sufficient to make Mr. Shaw appear guilty of some imaginary crime, according to methods unfortunately too well known.

Shinjishu is a well-known centre of intrigue, inhabited by the worst characters of Japanese and Koreans. Any foreigner found there is considered a fair mark for insult.

The British authorities have been requested to use their influence and utmost endeavours towards obtaining the release of Mr. Shaw and it is hoped he will be released from the Japanese tentacles as soon as possible.

Mr. George L. Shaw is a well-known merchant at Antung. Shinjishu is situated in Korea. It appears from published accounts of the boundary Mr. Shaw explained that he had left his passport behind; but he was allowed by the passport examiner to cross over to Shinjishu without the document, and to travel as far as Sharenkwen, some stations down the line, where he met his wife. On the return journey he was arrested for not being in possession of his passport.—Ed.]

BURIED ALIVE.

KOWLOON EARTH SLIP.

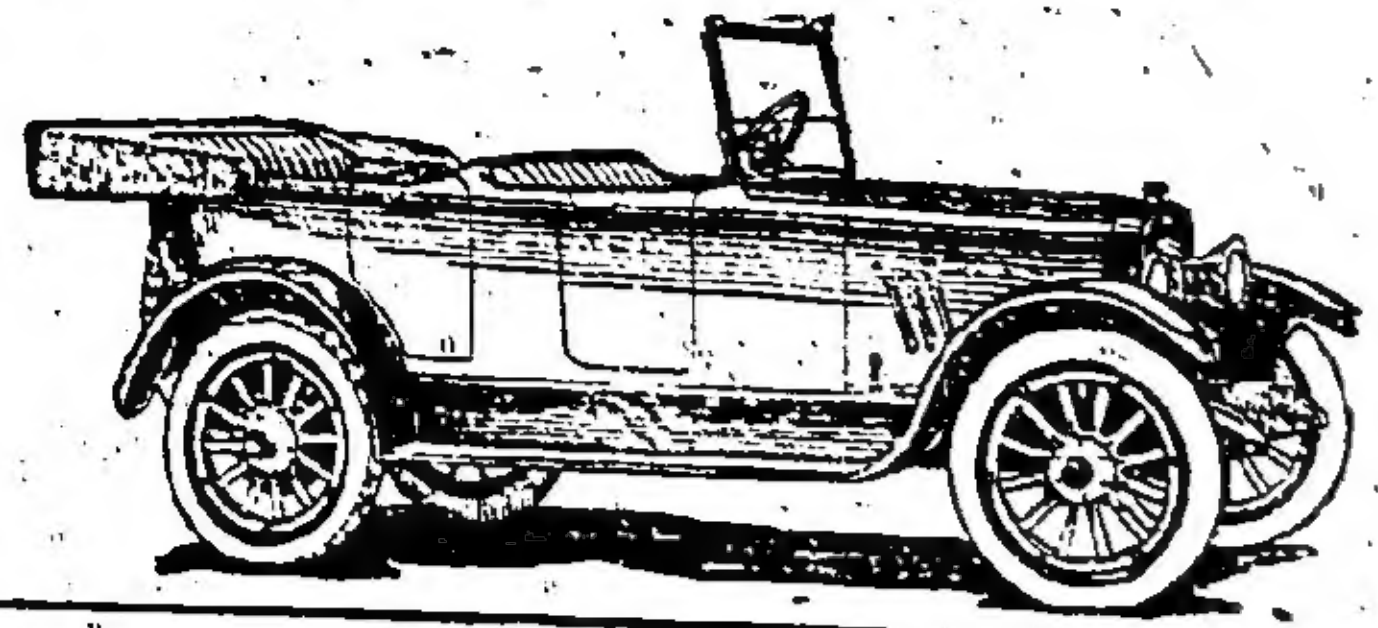
ONE MAN KILLED.

While at work loading a truck with earth on a piece of waste ground behind the Kowloon Dock Company's new quarters on Saturday, two earth coolies were buried under some earth which became loosened on the hillside and fell on them. They were quickly dug out by their fellows, but when released one was found to be dead. His remains were removed to the public mortuary. The other man was sent to the hospital where he now lies in a critical condition.

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TO-DAY'S CABLES.

CHINESE COMPETITION IN EUROPE.

LONDON, August 7.
It is reported on the Newcastle exchange that Chinese coal companies competing with European business on the Danish State Railways have purchased cargoes for that purpose for immediate shipment.

AMUNDSEN DEPARTS FOR NORTH POLE.

NOME, ALASKA, August 7.
Amundsen is departing to-day to resume his attempts to reach the North Pole aboard the "Maud." He intends drifting with the ice pack from Wrangel Island.

THE DENVER RIOTS.

DENVER, August 7.
The tramwaymen's strike was called off at midnight. Rioting continued this evening. Three people were killed and 13 injured.

THE PEAK TRAMWAY.

B.G. EXTENSIONS
FOR SHADOWED
STATION ON QUEEN'S ROAD LEVEL.

Hongkong's Peak towers up from the Harbour. Writers of guide books extol its beauties, and tourists give vent to their admiration in ejaculatory sentences, while residents smile a trifle cynically. The Peak has no romance for him. Since Hongkong became a British possession it has grown almost out of all recognition. The Peak district has shared in this general development, not only the Peak but the intervening levels. It has become the popular residential area for the Taipan and the semi-Taipan. It was for their convenience, and that of their predecessors, that the Peak Tramway was built. It is one of Hongkong's cherished and useful possessions but like most things made long ago its resources are being heavily taxed. The Peak has outgrown the tramway by a long stretch, so that the Peakite left at the bottom and realizing that overcrowding is a dangerous practice must wait and sadly think on the necessity for larger cars. The Peak hasn't done growing yet. New areas are being made accessible and will bring to them their quota of residents. It is a gloomy picture, but there is good news. Soon it may be hoped that the tiring climb up Battery Path or Garden Road to the lower station will be eliminated. The *China Mail* has learned authoritatively that a scheme is afoot in this direction. The Government is in negotiation with the military authorities for the resumption of the ground in that neighbourhood and if these are successful the tramway will be extended right down to Queen's Road. Further than that it is intended under the scheme to put cars on the run of double the capacity of those at present in use. The nervous passenger may think nervously of the strain on the rope, but may be comforted by thinking of the strides that have been made in the manufacture of these articles since the Peak Tramway service was inaugurated. It is expected that the proposed extension will fall almost into alignment with the old track, while the old station will be dispensed with. This would mean, apparently, taking land on the Whitfield Barracks side of the road. It is to be hoped that the Government will be successful in their negotiation for the land for it would result in an undoubted improvement. The station will probably be raised above the level of Queen's Road and there should be a good opportunity of providing something that has some architectural beauties about it.

In conjunction with this there is also the question of widening Garden Road. At present it is one of the roads most used by motor traffic and by reason of its narrowness one of the most dangerous. It is no joke for the foot passenger to have to retire to the side channel for two cars to pass. There is room for development there and all with the interests of the Colony at heart will await with interest the outcome of the present negotiations.

COMING TO HONGKONG.

NOTABLE AMERICAN GOLFER.

MR. "CHICK" EVANS' RECORD.

Should the report be correct that Mr. "Chick" Evans, the well known American golfer, is coming to Hongkong on a visit, the public should not lose the opportunity of seeing him perform on our now famous course at Fanling.

Charles G. Evans is one of the best known and most popular of American golfers. In 1912 he was runner-up to the famous Jerome D. Travers in the U.S. Amateur Championship, and in 1914 was runner-up in the U.S. Open Championship to W. C. Hagen, who was this year competing in the British Open Championship at Deal.

In 1916 "Chick" Evans was the golfer of the year in America. He won both the Open and the Amateur Championships. In the latter event he defeated Gardner, this year's runner-up in the British Amateur Event, by 4 and 3.

LOCAL POETRY.

MY LYRE.

(To The "CHINA MAIL.")

My lyre is broken and yet I will sing,
To comfort the Muse I woo in my dreams;
I know not if its melodies will bring
Joys to a heart that sighs on the streams,
Sighs! deep are the sighs of forlorn heart,
Tender are the leaves the breeze has blown;
To thank you, I know not how to impart,
Neither to claim now the praises I own!
Your praise is like dew that fall at night,
When coldness refreshes the fallen leaves;
I will pick my broken lyre and at sight
Of the Muse, I'll sing when my breast heaves!
I will not still for a moment to sing,
Even on my paths—Critic hordes arrayed;
Our KEITH WEST said, doubt I should fling
"And face their praise or censure unafraid."

—ESANIP.

Hongkong, August 8.

Chinese River Pilots have caused a good deal of discussion recently owing to the numerous disasters that have occurred in the Yangtze to vessels whilst in their charge. They are receiving further notice in a leading article in *Shipping and Engineering*. It is pointed out that it is not necessary for a Chinese pilot to be in charge of a large vessel to cause disaster as he may cause just as serious trouble if in charge of a small Chinese vessel should he get into collision owing to his lack of knowledge of the rule of the road.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

HELP FOR POLAND.

ALLIES READY TO REIMPOSE BLOCKADE.

NAVY REPORTED MOBILISED.

OPINION IN OFFICIAL CIRCLES "HARDLY OPTIMISTIC."

LONDON, August 6.
Nothing authoritative has yet been published regarding the Soviet's reply to which Mr. Lloyd George referred in the House of Commons on July 5, but various forecasts have been published.

According to the *Daily Telegraph* the Soviet is ready to conclude a separate peace with Poland and is willing to recognise the independence of Poland, but operations must continue until the Polish delegates return to the Russian lines with proper credentials. The Soviet, however, does not intend to raise the terms on a sliding scale proportionately with the success of the present operations.

According to the *Daily Mail* the Bolsheviks consider that they are entitled to continue the advance under military and international law and decline to admit the Russian border states to the conference.

VAGUE REPORTS DENIED.

Meanwhile the vaguest reports continue to circulate regarding British Military and naval action but it is denied that the Government has decided to mobilise forthwith four British Divisions and the whole of the Navy. It is pointed out that the time for taking such drastic steps has not yet arrived and it is still hoped that there will be no need for them, but all measures are being taken for an instant reimposition of the blockade.

The *Daily Chronicle* says that orders for this have already been sent to the Naval Commander. Opinion in official circles is described as "Hardly optimistic."

TENSION RELAXED.

LONDON, August 7.
Although it cannot yet be said that the Russian situation has passed the critical phase, there is at least a momentary relaxation of the tension pending a momentous meeting between Mr. Lloyd George and M. Millerand. The Russian delegates in London seem to be impressed by the Government's obvious determination not to accept vague assurances and to pin them down to something definite.

REAL TEST OF SINCERITY.

To this is attributed the comparatively conciliatory attitude which the Russians displayed yesterday, but the whole issue turns upon when will the Bolshevik army cease to advance. The question of Warsaw, therefore, remains the real test of Bolshevik sincerity.

The *Daily Chronicle* is of the opinion that the prospects of peace have improved. The *Daily News* says that the Bolsheviks may possibly accept an Allied guarantee that Poland will not take advantage of the armistice to reequip her armies.

NOT THE LAST WORD.

In confirming the relaxation of the tension, the *Daily Express* says that the Government is not satisfied with Moscow's reply, but "it is plain that the Bolsheviks have not spoken the last word." The *Daily Mail* says that indications point to the intention of the Government to accept in substance M. Kamenef's proposals. The *Times* strikes a pessimistic note and warns against M. Kamenef's subtleties.

MR. CHURCHILL REPLIES TO CRITICISM.

LONDON, August 7.
Mr. Winston Churchill, replying to Labour criticism of his attitude towards Russia, says that he shares the people's dislike of war but it is not the British who are making war but the Bolsheviks who are at present trampling on Polish freedom and doing their best to light the flames of war in Persia, Afghanistan, and India while ruling their own people even in their homes with an iron rod of despotism. Mr. Churchill concludes that his sole object is to keep such hateful foreign oppression from England.

POLISH INDEPENDENCE ESSENTIAL.

LONDON, August 7.
Field Marshal Wilson and Mr. Bonar Law were present at the Soviet representatives' conference with Mr. Lloyd George. After the Field Marshal and Mr. Law had left, the Soviet representatives delayed their departure in order to draw up an agreed message to Moscow. The British ministers took the Soviet representatives' standpoint after careful consideration, but it may be taken that there has been and will not be any receding from the Allied determination that Polish independence shall be safeguarded.

AGGRESSIVE MILITARY ACTIVITY.

LONDON, August 7.
The Polish Government in a wireless message on the afternoon of August 6 says that "in the present unfavourable circumstances the Polish Government considers that in view of the refusal of the Soviet to conclude a regular armistice, it must at least demand that all aggressive military activity be interrupted on both sides."

GERMANS AND POLES AT LOGGERHEADS.

LONDON, August 7.
Relations between the Germans and Poles at Dantzig are becoming more strained following on the decision of German workmen not to discharge vessels bringing munitions to Poland. The Poles in Pomerania, including railwaymen, have now ceased to transport food supplies to Dantzig from Poland. The stoppage is complete and it is feared that it may lead to a suspension of industries and an economic crisis.

ARMISTICE NEGOTIATIONS.

WARSAW, August 7.
After conferring with the armistice delegates who have returned from Baranovitch, the Polish Government has decided to await a reply to the Polish note laying down certain conditions before authorising the departure of peace delegates to Minsk.

U. S. CONSIDERS WORLD PEACE ENDANGERED.

WASHINGTON, Aug. 7.
Mr. Colby, the State Secretary, has had a long conversation with President Wilson at the White House. It is understood that the Polish situation was discussed. The unofficial Government view appears to be that military measures are necessary if the spread of Bolshevism is to be prevented. It is considered that not only Poland's integrity is concerned but the peace of the world is endangered. High officials are considering the question of urging President Wilson to call a special session of Congress which ordinarily does not meet until early in December.

THE INDIAN DISTURBANCES.

SINN FEIN AGITATION TO BLAME.

ALLAHABAD, August 7.
It is announced that the court enquiring into the disturbances on July 4 found that the outbreak was pre-arranged and was undoubtedly caused by Sinn Fein agitation. The Court recommended that 90 of the ringleaders be court-martialled.

DREDGER LOST.

FATE OF "SHANGHAI"

EFFECTS OF THE TYPHOON.

A correspondent of the *Shanghai Mercury* writing from Ningpo, supplies the following story of an incident in a recent typhoon.

Two ship-wrecked mariners encountered by the writer at a small port called Wangkaumen near Wenchow had an interesting story to tell of adventure and privation.

From their story it appears that the dredger "Shanghai," for many years a familiar feature of the Whangpoo, has met with an untimely end off the coast of Chekiang near Wenchow, whilst en route to Batavia. The dredger left Shanghai on July 11, being taken in tow by the tug "Erieland" (Captain Moerman), of Wismuller & Co. Rotterdam. The tug was well-manned but on the dredger there were only the two above-mentioned sailors whose names were Smoor and Vertoppenburg. All went well for three days, when they encountered the recent severe typhoon which, it will be remembered, struck inland at Haimen about half-way down the coast of Chekiang. On July 15 the gale was so fierce and the rain so heavy that it was impossible for these on the dredger to see the tug and when owing to the heavy strain the large cable connecting the two boats parted it was some time before they realised the disaster that had overtaken them. The two men on board the dredger were now in a most desperate condition as they had no means of controlling the cumbersome craft—built for battling with Whangpoo mud rather than with the huge waves which a typhoon raises in the open Pacific. They were rapidly carried ashore and but for the timely help rendered by a Chinese fishing boat the two men would have lost their lives. As it was they lost everything but the clothes they stood in. The boat was smashed to pieces on the rocks and all her contents looted. The two men were robbed of everything they possessed, but were finally taken charge of by the Chinese police. The police treated them with great kindness and recovered Smoor's watch which had been stolen, though they were unable to trace the other articles which were missing. Finally they escorted them to Wenchow on board the launch "Yungchuan" on which the writer happened to be travelling. Here the latter was able to be of some service in acting as interpreter, for hitherto the sailors had been unable to give to their rescuers a clear explanation of the circumstances leading up to the wreck. The task of the interpreter was, however, by no means easy, as the two Dutch sailors spoke only very broken English. They were powerful-looking men and seemed little the worse for their experiences. They seemed full of gratitude to their rescuers and in spite of the fact that they had been robbed of everything they possessed were loud in their praises of the hospitality of the Chinese people. They supposed that the "Shanghai" was still cruising about in search of her lost charge but expected to rejoin her in Shanghai.

BOWLS.

POLICE BEAT K. C. C.

In their league bowls match against the K. C. C. on Saturday, the Police, who were at home, won by 14 points. The results were—
1st Rink—J. Grant, Robertson, Org and J. Clark (skip, Police) 25; Stevens Elson, Blackburn, and Silkstone (skip, K. C. C.) 21.
2nd Rink—Blackman, Reid, Clark and Grimmer (skip, Police) 25; Davidson, Labrum Richmond and G. Gerrard (skip, K. C. C.) 16.
3rd Rink—Mair, McLellan, G. Watt and W. Gerrard (skip, Police) 15; Purvis, Stalker, McMurty and Pile (skip, K. C. C.) 14.

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All claims against the Steamer must be presented to the Underigned on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned.

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—
To Macao—daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8:30 a.m. and 8 p.m. (Sundays at 9 p.m.)

Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mandarins, or from Messrs. T. & S. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK
VIA PANAMA CANAL
S.S. "FREMONT CASTLE"
Sailing on or about 12th September.

LLOYD TRIESTINO

FOR BRINDISI, VENICE, TRIESTE, Etc.
TAKING CARGO ON THROUGH BILLING
TO LEVANT, BLACK SEA & DANUBE PORTS.
VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"
Sailing on or about 5th August.
S.S. "INSEBRUCK"
Sailing on or about 6th September.
S.S. "HUNGARIA"
Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN
S.S. "HOSUO MARU"
Sailing on or about 14th August.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)
Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD., and AFRIKA LINES, connecting with

S.S. "UMONA"
Sailing on or about 20th August.
For freight or passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1112. 25, Wing Wo Street, Central.

O. S. K.

OSAKA SHOSEN KAISEA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ALPS MARU (Call Marseilles) Tuesday, 7th Sept.
ATLAS MARU—Rio de Janeiro, Santos, Mauritania, Lorient and

BUENOS AIRES—Cape Town via Singapore. Friday, 12th August.
MEXICO MARU—Thursday, 5th September.
BOMBAY & COLOMBO—Regular fortnightly service via S. Pore.
SIAM MARU—Monday, 23rd August.
ITZON MARU—Tuesday, 24th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
SHISEN MARU—Wednesday, 1st September.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
KUNAJIRI MARU—Friday, 26th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service, including at immediate ports in connection with Chicago, MILWAUKEE & T. PAUL RAILWAY.
AFRICA MARU—Saturday, 21st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
HONOLULU MARU—Thursday, 6th September.

NEW ORLEANS.
BUENOS MARU—Wednesday, 1st September.
JAPAN PORTS—Mojji, Kobe, Yokohama, Yokosuka.
MADRAS MARU—Monday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
AMAKUSA MARU—Sunday, 15th August.

TAKAO via SWATOW and AMOY.
SORHU MARU—Thursday, 12th August.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S.S. LINE
For AUSTRALIAN PORTS via MANILA & SANDAKAN.
"HWAH PING" Sailing Sept. 12th.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents.
114, Cantonment Road, Central.
Telephone No. 2307.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW, SHANGHAI AND FUKUOKA
SWATOW & BANGKOK—CHUAN—Aug. 10, at 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN—CHUAN—Aug. 10, at 4 p.m.
BOHAI AND DANKE—WU—Aug. 11, at 8 a.m.
BAIHOU AND SINGAPORE—HUPA—Aug. 12, at 9 a.m.
SHANGHAI—SUICHING—Aug. 12, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 24.



Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE" About Aug. 18th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET" About Aug. 18th.

For SAN FRANCISCO and SEATTLE.

"ELKTON" About Aug. 11th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mandarins.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama.

S.S. "SATSUMA" About 15th Aug.
S.S. "CAPE MAY" About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. SIX FLOOR.

2477 & 2478. HOTEL MANDARINS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW" About 15th Aug.

S.S. "EASTERLING" About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. SIX FLOOR.

2477 & 2478. HOTEL MANDARINS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT S.S. WEST MONTOP Aug. 12.

S.S. WEST HIRA Aug. 22. S.S. WEST HIRA Aug. 22.

S.S. VINTA Sept. 12. S.S. VINTA Sept. 12.

S.S. WEST HIXON Oct. 7. S.S. WEST HIXON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Ships in connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE: LOS ANGELES, CALIF.

BRANCH OFFICES: HONGKONG, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1081.

SHIPPING

CP & OS

SAILINGS
HONGKONG TO VACOUVER

(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

STEAMERS HONGKONG VACOUVER

"Monteagle" Aug. 19 Sept. 5

Empress of Russia Aug. 28 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 3

"Monteagle" Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

"Monteagle" Dec. 31 Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee passage on any particular date or to the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For Fare and other information please apply to

HONGKONG OFFICE: CANADIAN PACIFIC

Telephone 781. Cable address: GACANPAC.

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

(15,000 tons) (15,000 tons) (15,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th 1920. August 28th 1920. September 24th 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

O. E. RITTER, Tel. Passenger Dept. 1934.

Prince's Buildings, 100, House Street. Tel. Freight Dept. & Agent. 2181

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIOONG Capt. J. S. Thomson TUESDAY, 10th August, at 3 p.m.

HAIOONG Capt. W. G. Passmore FRIDAY, 13th August, at 2 p.m.

HAIOONG Capt. A. E. Stewart TUESDAY, 17th August, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA, JERAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED

For LONDON "KANSAS" On 10th Sept.

For LONDON "SWAZI" On 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REISS & Co., Canton. General Agents.

NEW YORK DIRECT

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"BIRMINGHAM CITY" via Suva 27th Aug.

"NINGCHOW" via Suva 30th Sept.

"CITY OF DUNKIRK" via Suva 30th Sept.

Steamers proceed via Suez Canal, Panama Canal at OCEAN SERVICE.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. SAILING & CO. MANILA.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Aug. 12.—P. & O. Durness.
13.—B. F. Alchoua.
14.—B. F. Providence.
15.—B. F. Oana.
24.—B. F. City of Birmingham.
30.—B. F. Proteus.
Sept. 5.—B. F. Kingchow.
6.—B. F. Rhebus.
8.—B. F. Achilles.
12.—B. F. City of Dunkirk.
20.—B. F. Mentor.
Oct. 11.—B. F. Idoneus.
22.—B. F. Telesia.

FROM JAPAN.

Aug. 12.—N. Y. K. Penang Maru.
13.—P. & O. Labor.
15.—B. F. Eastern.
17.—B. I. A. Takada.
18.—P. & O. Kalyan.
19.—B. F. Scherphoen.
22.—P. & O. Plaza.
30.—B. I. A. Japan.
Sept. 4.—P. & O. Jeypore.
4.—B. I. A. Arratoon Appear.
10.—B. F. Cyclops.
13.—B. I. A. Madras.
18.—B. I. A. Gregory Appear.
20.—B. F. Lycon.
31.—B. F. Barrypina.
Oct. 4.—B. F. Kankin.
5.—P. & O. Titian.
12.—B. F. Kashgar.
Nov. 1.—B. F. Pulus.
15.—B. F. Tencor.

FROM MANILA.

Aug. 28.—B. F. Talithyria.

FROM CALCUTTA.

Aug. 10.—B. I. A. Japan.
15.—B. I. A. Arratoon Appear.
24.—B. I. A. Madras.
30.—N. Y. K. Totsui Maru.
30.—B. I. A. Gregory Appear.

FROM BOMBAY.

Aug. 2.—N. Y. K. Bombay Maru.
12.—N. Y. K. Taitan Maru.

FROM JAV.

Aug. 2.—J.O.I.L. Haiyang.
14.—J.O.I.L. Tientsin.
15.—J.O.I.L. Tientsin.
27.—J.O.I.L. Tientsin.

FROM MELBOURNE AND SYDNEY.

Aug. 20.—N. Y. K. Tango Maru.
Sept. 4.—B. F. Kanawa.

FROM VANCOUVER.

Aug. 10.—C.P.O.S. Monteagle.
18.—C.P.O.S. Empress of Russia.

FROM SEATTLE.

Aug. 10.—B. F. Irian.
Sept. 22.—B. F. Tyndarus.
Nov. 2.—B. F. Irian.
30.—B. F. Talithyria.
Dec. 22.—B. F. Tyndarus.
Jan. 24.—B. F. Irian.

FROM LOS ANGELES.

Aug. 22.—L.A.P.N. West Hira.
Sept. 12.—L.A.P.N. Vintia.
Oct. 7.—L.A.P.N. West Hira.

FROM LONDON.

Aug. 11.—P. & O. Plassy.
12.—J. M. Glenariff.
13.—N. Y. K. Yokohama Maru.
16.—P. & O. Rhebus.
18.—J. M. Caracoramshire.
30.—J. M. Glenariff.
Sept. 7.—P. & O. Nankin.
8.—N. Y. K. Michima Maru.
11.—P. & O. Kashgar.

FROM LIVERPOOL.

Aug. 7.—P. F. Rhebus.
8.—N. Y. K. Nagato Maru.
15.—B. F. Achilles.
22.—B. F. Mentor.
31.—B. F. Barrypina.
Sept. 1.—B. F. Kankin.
11.—B. F. Titian.
12.—N. Y. K. Waka Maru.
14.—B. F. Mentor.
21.—B. F. Telesia.
24.—B. F. Pulus.
Oct. 7.—B. F. Tencor.

FROM ROTTERDAM.

Aug. 10.—B. F. Swazi.
11.—N. Y. K. Calcutta Maru.
Sept. 5.—B. F. Daker Maru.

The C.P.O.S. "Monteagle" is now expected to arrive here at 7 a.m. on Tuesday, the 10th inst.

Six "WALLA WALLA" BOATS are at Blakes Pier for your service. Phone 3518.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"LABORE" (Cargo)	5,200	14th Aug.	MARSHALLS LONDON & A'warp.
"DUNE" (Cargo)	5,400	14th Aug.	Singapore, Colombo & Bombay.
"KALYAN"	8,000	15th Aug.	MARSHALLS LONDON & A'warp.
"PLASBY"	7,400	16th Aug.	MARSHALLS LONDON & A'warp.
"KHIVA"	8,000	14th Sept.	MARSHALLS LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	17th Aug.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,400	18th Aug.	Shanghai.
"JAPAN"	6,100	18th Aug.	Shanghai and Japan.
"KHIVA"	8,000	17th Aug.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 5 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No
claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHIMARU (Calling Manila) ... Sunday, 16th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) ... Monday, 18th Aug., at 11 a.m.
FUSHIMI MARU ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIDZUKA MARU ... Thursday, 28th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo
Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 16th August, at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Wednesday, 25th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon,
Calcutta, Durban and Cape Town.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 20th August at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU ... Thursday, 12th August, at 11 a.m.

NAGATO MARU ... Thursday, 12th August.

TAJAN MARU ... Saturday, 14th August.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 394 & 395.

SHIPPING.**PRINCE LINE FAR EAST SERVICE.**

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	32,000	Sept. 12th.
SHINYO MARU	32,000	Sept. 18th.
IPERSIA MARU	9,000	Sept. 17th.
SIBERIA MARU	20,000	Oct. 12th. (from Hongkong.)

*Omitting call at Shanghai.

*Calling at Keelung.

SOUTH AMERICAN LINE.**HONGKONG TO VALPARAISO.**

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers freight, and sailings,

apply to—

Y. TSUTSUMI, Manager.

King's Building.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

**NEW YORK'S
LEADING HOTELS**

JOHN MEE BOWMAN, PRESIDENT

COMMODORE	BILTMORE
MANHATTAN	BELMONT
MURRAY HILL	ANSONIA

This group represents
first-class hotel,
all of which are
centrally located.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.
Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipping: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.
Hongkong, April 1, 1912.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.
Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKEE." Tel. No. 3420.

A. KWAI & CO.

18 & 19 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"Ship-Chandlery, Coal Merchants,
Sail-Makers, General Storekeepers,
AND
Boys and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 395.

WING KEE & CO.

39, Connaught Road Central.

COAL MERCHANTS.SHIP CHANDLERS, COMPRADORES
AND
STEVEDORES.

Cable Add. "WINGKEE." Tel. 144.

NOTICES TO CONSIGNEES**PRINCE LINE FAR EAST SERVICE.****NOTICE TO CONSIGNEES.**

From NEW YORK.

THE Steamship

"MONGOLIAN PRINCE."

Having arrived from the above Port,
Consignees of Cargo are hereby informed
that their goods are being landed at
their risk into the Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon,
and stored at Consignees' risk and
expense.

All broken, chafed, and damaged
goods are to be left in the godowns,
where they will be examined on
Thursday, 12th instant, at 10 a.m.

All claims must be presented within
FIFTEEN DAYS of the steamer's
arrival here, after which date they
cannot be recognised.

No claims will be admitted after the
goods have left the Godowns, and all
Goods remaining undelivered after
the 15th inst. will be subject to rent.

Consignees of cargo are hereby no-
tified that they must produce an
Import permit signed by the Superin-
tendent of Imports & Exports, Hong-
kong, before Bills of Lading can be
countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1920.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

**COAL, GENERAL IMPORTS AND
EXPORTS.****SOLE PROPRIETORS OF**

TAKASHIMA, OCHI, MUTABE,
KIERDARE, YOSHINOYARI,
HOJO, KAMAZUTA, SAGO, SHIN-
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MADA, and OYUBAEL.

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CHAIR COOLIE FINED.

MORE THAN LEGAL FARE DEMAND.

A chair coolie was this morning charged before Magistrate Smith with demanding more than the legal fare, and with using bad language towards Miss Alaraka.

The defendant said that the complainant made him wait for a considerable time outside a shop, and then paid him 10 cents. When he asked for 15 cents the complainant handed him over to a police man. He did not use bad language.

Miss Alaraka denied that she made the defendant wait outside the shop. She engaged his chair after leaving the shop, and rode to her home. The journey did not take more than seven minutes. Arrived at her destination, she tendered the defendant 10 cents, but he refused to accept it and demanded 15 cents. When she refused to give him more, the defendant used very filthy language.

The Magistrate imposed a fine of \$5 or ten days.

AMMUNITION SEIZED.

HIDDEN IN TOE OF BOOT.

"CATSPAW" FINED \$30.

A Chinese was this morning charged before Magistrate Hutchinson with the unlawful possession of 75 rounds of revolver ammunition.

Mr. F. E. Nash, who appeared for the defence, pleaded no guilty.

Evidence was given by Sergeant Griffin to the effect that he was on duty on the O.S.K. wharf at 11.30 a.m. yesterday, searching passengers' luggage when he came upon the defendant in the custody of a Chinese constable. He searched the defendant's luggage and in a rutan bag he found a pair of shoes in the toe end of the left foot of which were the three packets of ammunition produced. The defendant said that the ammunition belonged to his master, a man named Yam Kai Mee, who was already on board the s.s. "Kaio Maru" which was about to sail for Swatow. Witness went on board and made enquiries but could not find the defendant's master. There was no such name as Yam Kai Mee on the passengers' list.

By Mr. Nash: The ship sailed at noon. Witness admitted that he did not search on the ship for more than ten minutes.

Addressing his Worship, Mr. Nash said that if he was not satisfied that the defendant was a servant, he could produce witnesses to prove it. The defendant's master, Yam Kai Mee, was an official appointed by the Canton authorities and was sent to Swatow on official business. The shoes were given to the defendant at Canton as the last moment to pack up, and as he had already tied up his master's bag, the defendant put the shoes in his own bag.

The Magistrate said that he was prepared to believe that the defendant was a servant, but that did not absolve him from guilt. He was the person found in the possession of the ammunition.

Mr. Nash explained that the police were unable to trace the defendant's master on board the ship as he was travelling at the time under an alias of Yam Hang Yin. Counsel said it was not usual to convict the catspaw of the culprit.

The Magistrate said that according to the Section under which the defendant was charged, the person found in possession of the contraband was responsible.

Mr. Nash asked in view of the circumstances of the case, for a nominal fine.

The Magistrate imposed a fine of \$30 or three weeks, and ordered the confiscation of the ammunition.

WORLD FINANCE.

BRAIN UNSOUND.

BRITISH STATESMAN'S VIEWS.

It is many years since Sir Robert Peel asked, "What is a pound?" but up to the present no one has been able to give a satisfactory answer to the question, writes Lord Buckmaster, ex-Lord Chancellor of England. It used to be regarded in England as a measure of value fixed by reference to a gold standard which was assumed to be as little liable to change as the mutability of human affairs would permit.

From time to time violent alterations used to rage as to whether, in fact, it was immutable, and proposals were put forward to establish another standard in the form of silver. These controversies have become as out of date as the theological controversies of the middle ages.

A SCRAP OF PAPER.

A pound to-day is represented by a piece of paper which can, within large limits, be multiplied as the necessity of the government suggests, and the variation in its purchasing power changes almost from week to week.

At the present moment the paper currency in the United Kingdom represents £350,000,000 (\$1,750,000,000), and the gold standard in relation to it is about 10.4 per cent. Whenever may have been the inconsistency of gold, it was fidelity itself compared with the inconsistency of paper.

No one suggests that the alteration in the media of exchange is solely responsible for the inflation in prices, the real source of social and economic troubles, of which it is not easy to see the end. Wages, and prices rise round and round in a ring.

Borrowing by the government artificially produces credit, and to satisfy credit more paper must be put in circulation. Every added note decreases the value of those already there, and the multiplication of means of purchase simply increases the demands upon a limited stock of commodities. The consequence is plain, commodities of high artificial values and discount on the part of the people, who imagine that by an increase in nominal income they have made an easier place for themselves in the world.

The mischief is world-wide, as the following figures show: It 100 be taken as the measure of currency of all kinds in 1913, it is now measured in the United States by 173, in the United Kingdom by 244, in France by 365, and in Switzerland by 230.

Again, taking 100 as the standard of wholesale prices in 1913, these stood at the end of 1919 at 206 in the United States, at 257 in the United Kingdom, at 330 in France, and 250 in Switzerland. Often conditions affect retail prices so that it is only by comparison with wholesale figures that the relation between price and paper can just be shown and the correspondence of the figures is startling.

The whole financial position of the world is on an unsound basis. Each country is carrying a debt for the discharge of which no adequate means have been suggested and vast cross international credits simply aggravate instead of ending the position.

OVER-CAPITALIZED.

European countries are like an over-capitalized company and by some means or another the capital must be reduced or the trading accounts will never be on a sound basis.

If every person held the fraction of his own national debt exactly proportioned to the amount of his own wealth, the cancellation of the debt so held would do no one an injury. Receipts from the government on the one hand and taxes paid by the subject on the other ought, in that case to cancel themselves, credit could then be reduced to same proportions, and the dropical conditions of currency be effectively tapped; and until this or some equivalent scheme be adopted there will be no peace and no real prosperity in the world.

PICTURES BY WIRELESS.

SENATOR MARCONI'S VIEWS.

"Very interesting and very important" were the words with which Senator Marconi described the discovery of how to transmit pictures by wireless, made by Mr. Th. Andersen, the young Danish watchmaker.

"I have not followed the experiments, but I know it can be done," said Senator Marconi. "Pictures were sent over telegraph wires several years ago, and what can be done by wire can be done by wireless. It will be of great interest to watch the progress made. The two chief uses to which the discovery can be put are the quick transmission of photographs for newspaper and police purposes."

Senator Marconi is busy on preparations for another voyage of wireless research in his yacht the "Eleora."

Fresh wireless apparatus "too technical for the general public to understand," said Senator Marconi, laughing, is being put in. The yacht will first go to San Sebastian, Gijón, and Negla.

DAIRY FARM NEWS.

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Selected Fillets 60 cts. per lb.
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CHEMICALS.

FOR SHIPS' SURGEONS.

The report of Sir S. W. Rose & Co. Ltd., dated Manchester, June 25, says:—Chemicals.—Following on the Whitstable holidays, the month opened with only a quiet demand for most articles, but there has subsequently been some recovery and a fair volume of business has recently been put through both for home and export. Prices on the whole remain steady. There has been little business in Sulphate of Copper and price is easier in sympathy with the fall in Copper. The Board of Trade returns show a considerable decline in the quantities exported during the last five months, viz. 15,459 tons as compared with 26,675 tons during the corresponding period of 1919.

Green Copperas has been in good demand both for home and export account. Acetate of Soda is easier with increased offerings from abroad, although Acetic Acid is very firm. Acetates of Lead have been moving only slowly, and with the fall in the metal, Nitrate of Lead has but a limited sale. Carbonate of Potash continues in quiet demand and price remains steady. Montreal Potashes have been in better supply and have met with a ready sale. White Powdered Arsenic is again dearer and little is offering for near delivery. Yellow Prussiate of Potash and Soda have been quieter and there has been some pressure of sales at slightly lower figures. Tartaric Acid is moving freely for both home and export account and price is firm. Citric Acid is unchanged. Cream of Tartar is still in short supply. Makers of Bichromates have advanced their prices; resale parcels are very scarce and realize considerable premiums. Oxalic Acid is easier with arrivals of foreign supplies. The heavy demand continues for Borax and Boracic Acid and makers are unable to cope with same. Phosphate of Soda is dearer in the absence of supplies. Lump Sal ammoniac has been advanced further 25 per cent but demand has slackened somewhat. Muriate of Ammonia continues in good request for export. There has been a good enquiry for both Bleaching Powder and Caustic Soda. Soda Crystals and Ammonia Alkali are also in steady demand. Tar Products generally are without change, the markets being very firm. Pitch maintains its strong tone and business has been done for next season at increased values. Cresote continues in good demand with prices well maintained. Crude Carbolic Acid is scarce and all available quantities are readily taken up at good prices. There is little doing in Crystal Carbolic but high prices are being paid for Liquid. Solvent Naphtha if anything is better, there being more enquiry. Naphthalenes are in good demand with consequent increase in values. Benzoles and Toluoles are steady and prices are well maintained. A moderate business is being done in Sulphate of Ammonia at new season's prices, which for shipment, vary according to destination.

Sundries.—American Pearl Starch is dearer and only limited quantities are offering for forward shipment, the demand for spot delivery is only moderate, but stocks are firmly held. Good business has been done in Japanese Farina, due to some extent to reports of prohibition of exports from Holland. Dextrose is in good request at higher prices. Barytes is in better supply but prices are well maintained. Turpentine has been steadily falling and prices are being offered only for spot delivery. There is a steady demand for Imported Green Oil Soap and shipments are coming forward regularly. The price of Castor Oil has been further reduced for delivery prompt to December.

A Moji despatch to the *Melbourn* says that information had been received there to the effect that the "Dollor Line" steamer "West Harts" which had left Kobe for San Francisco, stranded near Hiko-shima, about ten miles from Hiko-shima, and was in a precarious condition. The "West Harts" was reported to have been caused to her bottom, but the ship's seaworthiness is not affected. She proceeded to Kobe, where she will undergo repairs.

MARINE HYGIENE AND SANITATION EXPUNDED.

Dr. Gilbert E. Brooke, Port Health Officer, Singapore, has produced several most useful books on tropical medicine and matters relating to the sanitation of ships and ports. In "Marine Hygiene and Sanitation: A Manual for Ships' Surgeons and Port Health Officers" (London, Baillière, Tindall and Cox.) he deals most fully and completely with all that concerns sanitation on ships and the introduction of disease by visiting vessels. There is very great need of such a book, for the average ship's surgeon is not an old hand to whom all the "tricks of the trade" are familiar. Very often he is a youngster, not infrequently he is a man who is seeking restoration from the wear and tear of an inland practice by a long sea voyage. All such men stand in need—urgently in need—of a book that will explain to them the peculiar duties they have to perform. However able a man may be as physician or surgeon he is capable of costly blunders where in charge of the health of a ship. Dr. Brooke humorously states his own early experience: "Armed with a D.P.H., bubbling over with ideas on food analysis, septic tanks, housing problems, and so forth, at the beginning of my career I went afloat only to find myself 'at sea'! Within a very short time I had missed a small-pox patient hidden in a ventilator, and a case of cholera secreted in the chain locker; I had mistaken a case of plague for measles; nearly broken my legs over alley-way combings; and had killed the Captain's dog during a disinfection. This is my apology for launching the book." It is ample. Every new hand in ship's surgeon uniform is liable to do as much and more. Sometimes a perfectly innocent oversight may cost the owners of a ship thousands of pounds by way of demurrage. A person dies on board, symptoms not very clearly defined. The Port Health Officer dare not take any risks—he is not there to protect the shipowner but to safeguard the health of the port. So the ship is under suspicion and is ordered into quarantine until all doubt is removed. If that ship's surgeon had taken a smear of the blood of the person who died, the question was it or was it not a case of infectious disease could have been answered conclusively in a few minutes with the aid of a microscope, but Dr. Brooke tells us that this very simple precaution in the interests of the ship is very seldom taken. The surgeon is inexperienced and does not think of it.

Of necessity a book like *Marine Hygiene* is almost entirely technical, and the reviewer finds himself rather at a dead end when he comes up against page after page of regulations, scientific descriptions of ships' pests, instructions how to deal with them and the like. But Dr. Brooke has the advantage of being a literary artist. We have seen books of a similar kind which were a mere jumble of undigested facts thrown together anyhow without even the supreme essential of an index. At the risk of being supposed to flatter him, we say that Dr. Brooke has made an amazingly perfect and readable book. Everything in the nature of fact seems to be given but it is all so admirably arranged, so skilfully linked together and so clearly and lucidly explained that even a layman can read the book with pleasure, and gather from it an infinite variety of instruction about ships and their crews, and their passengers, and their pests and dangers, and how to get the best results everywhere by the quickest and simplest means. The index is full and clear. As far as we know, there is no other book that sets out the duties of the ship's surgeon and the Port Health Officer so fully, and we are quite sure that Dr. Brooke has rendered a very great service by preparing so complete and so admirable a manual. It should be on a chain in the cabin of every ship's surgeon, and if he is a new chum he should read every word of it, and if he is an old hand he will thank heaven for a weighty authority to back his own judgment when he wants things done as law and science and common sense say they ought to be.

GERMAN STAFF CONFESIONS.

"DISASTROUS" BRITISH PROPAGANDA.

AN ENGLISHMAN'S LIFE SENTENCE.

The head of the Press and Intelligence section of the German General Staff, Lieut.-Col. Nicolai, was an enigmatic personage who knew many secrets. Some of them are divulged in the book he has just published.

He has been bitterly criticised in his own country for his failure to detect the concentration of a large French army on the eve of the Marne, at Paris, which caused the loss of the first battle of the Marne. Over that failure he here passes hastily with the words:

"As to the occurrences on the French left which influenced the result of the battle of the Marne it was impossible to ascertain anything, owing to the circuitous route by which information had to travel.

Perhaps because of this failure he will not have it that the German Staff lost its hope of success after the battle. It is none the less true that Moltke built upon William II with the grim words: 'Your Majesty, we have lost the war.'"

WEEKS RUN SPIN WERE.

Colonel Nicolai devotes most of his space to peevish complaints of the efficiency of the British propaganda in 1918, and the superlative intelligence service of the Allies. He says that the first attitude of the German Staff to our propaganda was one of lofty contempt. The Germans would never stoop to this. But there is an ingenious confession of the Peckishian kind:

"It was not moral considerations that prevented us from carrying out an equally successful propaganda against the enemy's front, but very real practical difficulties. We had no point of attack upon the enemy's armies on which our propaganda could work."

The effect, he says, became disastrous when "the enemy's propaganda extended from the front to the people at home; it began to affect the spirit of our troops."

For all their great spy-system, Colonel Nicolai asserts that, when the war began, the German Staff had no organised service of intelligence against Britain. Here he forgets that this was because the British authorities seized and imprisoned or expelled a large number of German spies, previously planted in this country. That was why the German intelligence system collapsed. It could never be replaced: "Years passed before traitors showed themselves in the enemy's camp. Before the first was found the hostile intelligence service had condemned well over 50 Germans."

TRAITORS IN THE CAMP.

He gives some curious statistics about espionage. Between 1907 and the opening of the war he states that in Germany "135 cases of espionage were tried in the civil courts; of these 80 were French, 41 Russian, and 21 British."

In these figures are not included the military offenders tried by military courts. Their number was also high and showed a steady increase.

A printed "Catalogue" of German and Austrian Documents which in 1907-1910 were delivered to the (Russian) Intelligence Department at Warsaw, was captured in the war. It contained 120 strictly confidential German papers and plans.

German untrustworthiness was the basis of foreign espionage: "Of the above 135 persons tried 107 were Germans, and of these 32 Alsatians. Against these there were only 11 Russians, 5 French, 4 British, 3 Austrians, 2 Dutch, and 1 each of American, Swiss, and Luxembourg nationality."

In the first three years of war the Germans were again preoccupied in untrustworthiness. The number of spies condemned was 273. "Of these 189 were Germans of whom 65 were Alsatians, 4 Austrians, 10 French, 9 Russians, 4 Belgians, 2 British, 1 Italian, 20 Dutch, 16 Swiss, 10 Luxemburgers, 3 Danes, and 3 Swedes."

In 21 of the

worst cases the death penalty was inflicted, on 8 Alsatians, 2 Germans, 5 Swiss, 3 Luxemburgers, 2 Russians, and 1 Frenchman. In 4 cases life imprisonment was the sentence affecting 2 Germans, 1 Russian, and 1 Englishman.

It would be interesting to know what has become of this Englishman. Colonel Nicolai claims that despite all his difficulties the German Command was never surprised, but a little later admits that the employment of masses of tanks was a complete surprise; and it is notorious that the Germans never expected our great attack which opened on August 8, 1918, and resulted in the greatest single victory of the war in the West.

He complains that German traitors got off much too lightly, and tells us that there were rumours about certain high German nobles "which were not, however, borne out by facts."

Four new Launches are under construction for the "WALLA WALLA" Fleet.

THE BRIDE AND A DEBATE.

COMMONS PRESENTS TO MISS ISABEL LAW.

Miss Isabel Law, daughter of the Leader of the House, who was married on June 3 to Major-General Sir Frederick Sykes, Controller of Civil Aviation, was paid a high honour by having a debate in the House adjourned while a presentation was made to her—a new parliamentary precedent.

The presentation to Miss Isabel Law was made on the terrace of the House. It was a charming function, free from formality and marked by genuine good feeling towards the Leader of the House and his daughter. Nearly every member of the Cabinet attended, and many M.P.s brought their wives.

Miss Law received a silver tray and coffee service, with an illuminated album containing an address. Every member of the Cabinet contributed a photograph and signed his name beneath it, and the album also contained the signatures of 610 members who had subscribed to the presentation. The King and Queen have signified their desire to sign the album as well as the members.

Sir Donald Maclean presided as chairman of the committee, of which Mr. Alfred T. Davies was secretary in 1918, and the superlative intelligence service of the Allies. He says that the first attitude of the German Staff to our propaganda was one of lofty contempt. The Germans would never stoop to this. But there is an ingenious confession of the Peckishian kind:

GRACEFUL SPEECH.

Mr. Speaker Lowther made the presentation in a graceful speech, using playfully many phrases of parliamentary procedure. He said he was glad to catch the chairman's eye, and to be on the right instead of the left of the chair. Members cheered when Mr. Lowther declared that on this occasion he expressed the unanimous opinion of the whole House—a thing which was not often obtained even under the persuasive eloquence of Mr. Horner Law.

Mr. Lloyd George, rather pale after his illness and long travelling of the previous day, spoke eloquently of the occasion as a remarkable tribute to the House of Commons.

"I doubt whether there is an Assembly in the world where they would suspend political controversy for half an hour to join in a function like this," he added.

Mr. Asquith is always equal to these occasions.

"I have said impolite things about Mr. Bonar Law," he remarked with a smile. "He has said more impolite things about me; but I am glad to efface, at any rate to suspend, that particular chapter of memory, and recall only the years of anxious time when I found him a most valued colleague and friend."

Mr. Balfour, referred to by the chairman as our most distinguished bachelor, followed with a finely expressed tribute to Mr. Bonar Law and the bride and bridegroom. He stood in solitary glory as one who had never crossed swords with Mr. Bonar Law, for even the Speaker could not claim that.

Finally, the members wanted to hear the bride and bridegroom, and they did. Miss Law, charmingly at ease, expressed her thanks in quite adequate phrases. So did the bridegroom.

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BOY HAWKERS FINED.

QUARREL IN COURT.

MAGISTRATE SMILES.

Three boys were this morning charged before Magistrate Smith with hawking without licences.

Two of them told the Magistrate that they were orphans and had to shift for themselves. They did not have money to purchase licences.

When asked what he had to say, the third lad said that he too had no father or mother.

One of his comrades thereupon turned on him indignantly and said: "Why do you lie to the law? You have a mother."

"You mind your own business," came the retort.

The boys were about to fight when they were called to order by the interpreter.

The Magistrate, smilingly passed sentence of \$2 fine each, or five days' hard labour.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Pilsna," Capt. B. Bednazz, 4,648 tons, arrived this morning at 7 a.m. from Shanghai with 36 bags of mail.

The s.s. "Aruta Maru," Capt. T. Sekine, 4,960 tons, arrived this morning at 7 a.m. from Shanghai.

DEPARTURES.

The s.s. "Hawhaw," Captain Weidemann, sailed for Port Said via Colombo at 4 p.m. to-day.

The s.s. "Haimun," Capt. Page, sailed for Haiphong at 1 p.m. to-day with 100 tons of general cargo.

The s.s. "Kangping," Captain Shepherd, sailed for Shanghai at 4 p.m. to-day with 1,300 tons of general cargo.

The s.s. "Doylestown," Captain Bayer, sailed for Shanghai at 4 p.m. to-day.

The s.s. "Yuetsung," Capt. Lai-hovetsky, sailed for Swatow at 10 a.m. to-day with 200 tons of general cargo.

CLEARANCES.

The s.s. "Prosper," Norw., cleared to-day and will sail for Saigon at 9 a.m. to-morrow.

The s.s. "Chusan" British, cleared to-day and will sail for Bangkok via Swatow at noon to-morrow.

The s.s. "Brandenburg" Chinese, cleared to-day and will sail for Vladivostok via Nagasaki at 7 a.m. to-morrow.

The s.s. "Wingsang," British, cleared to-day and will sail for Hongkong and Singapore at 9 a.m. to-morrow.

The "Choysang" British, cleared to-day and will sail for Shanghai via Swatow at 6 a.m. to-morrow.

One case of enteric fever is recorded in to-day's return of notifiable disease.

The dead body of a Chinese youth aged 13, was removed to the public mortuary yesterday. The lad was drowned while bathing in a fish pond in Sanput village, Antao.

A Chinese male was on Saturday removed to the Government Civil Hospital suffering from injuries to his feet caused through being run over by hand truck No. 414. The driver of the truck has absconded.

THE LATE MR. BRAND.

BODY NOT YET FOUND.

The body of Mr. Robert Brand, of the Union Insurance Society of Canton Ltd., who was drowned in the harbour at Yokohama July 24, has not been recovered, says the *Japan Advertiser* of July 27, though constant searching has been going on since the accident occurred.

Mr. Brand's family at Shanghai has been informed of the accident by Mr. E. W. Maitland, head of the insurance office at Yokohama with which Mr. Brand was connected.

Swimmers who were in the water on Saturday state that although the water was calm from a boatman's point of view, it was rather choppy for swimming. Mr. L. E. N. Ryan, who was with "Mr. Brand" at the time of the accident, said that Mr. Brand was several yards from the boat when seen last, not at the boat's side. Mr. Ryan had called to him immediately before he began to help Mr. Stewart, the third member of the swimming party, into the boat and Mr. Ryan had said he was all right. Mr. Maitland rated Brand as a moderate swimmer.

A Chinese girl aged 19 years, living in On Lan Street, was on Saturday admitted to the Government Civil Hospital suffering from opium poisoning. It is believed to be a case of attempted suicide. The patient is progressing favourably and is expected to recover.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

IMPERIAL PRESS CONFERENCE.

MONTREAL, August 8th. Lord Atholstan dined with the Imperial Press Conference Delegates. The company included the Lieut. Governor and Premier of Quebec and other prominent persons. A message from H.M. the King said that the gathering marked a fresh epoch in the history of journalism and it was a most important development of the first Conference held in 1906. He hoped its efforts would be rewarded with success and lead to beneficial results.

Mr. Lloyd George in a message believed that the Conference would prove a powerful factor for the continued welfare and prosperity of the Empire. Lord Milner in a greeting rejoiced that the United States newspaper representatives would meet the Empire delegates. Lord Northcliffe and Riddell also sent messages and former saying: "We must have more and cheaper and direct communication."

Lord Borthwick, the Chairman of the Delegation, expressed gratification at the presence of publishers and editors from the United States.

Mr. Ward Jackson, of the Rand Daily Mail, replying to the toast of "South Africa," spoke of the ties linking Canada with South Africa. He referred hopefully to the future of South Africa and said that the duty of the press was to exercise its power for the benefit of the Empire and humanity at large.

Lord Atholstan believed that the conference would develop into a great world conference. The United States guests happily replied to the toast of the visitors from there.

OTTAWA, August 8th.

Formally inaugurating the second meeting of the Press Conference, in the presence of prominent Canadian and the Government and the Opposition leaders, the Duke of Devonshire said he hoped that the delegates during their visit will see something of the spirit which in peace and war, placed Canada in her proud position. He hoped that the tour will convince the delegates of Canada's capacity to valuably contribute to the supply of paper. He was convinced that the Press of the Empire will meet their responsibilities in preparing the way for brighter times.

The Premier and the Leader of the Opposition endorsed the sentiments of the Governor General.

After the Duke of Devonshire's speech and the reply of Lord Borthwick, the Conference proceeded with the business.

Mr. Rogers, Donald moved a resolution urging the necessity for the increase of cable communications to reduce the "friction" for news messages.

Mr. Roderick Jones, Chairman of Reuter's Ltd., supported the resolution and recommended the appointment of a small committee to take up in London with the cable companies and the authorities the question of extended cable facilities and reduced rates.

After further discussion, it was decided to re-draft the resolution in the terms of the various motions submitted for consideration at tomorrow's session.

Mr. Croftie Robb, of Ceylon, presented a resolution declaring that the Empire and the world should be provided with the advantages of the wireless telegraphic and telephonic communication.

Mr. W. Macpherson, of Singapore, supported the motion, which was unanimously adopted.

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THE PRINCE OF WALES.

GATTOX (Queensland), August 8th. The Prince of Wales left Brisbane for Sydney amid the most fervent enthusiasm.

TENTERFIELD, N.S.W. Aug. 5. The Prince of Wales has crossed the border into New South Wales, thus completing official visits to all the States. Queensland vied with the other States in the cordiality of its welcome, the unanimity and enthusiasm of which has been a revelation even to Australians. The tour has brought out a wonderful manifestation of feeling of citizenship in the Empire and loyalty to its head as the connecting link between the great component Dominions.

The Interport swimming team to represent Shanghai against Kobe left on Saturday by the N.Y.K.S. "Chikago Maru," and consist of Messrs. J. B. Brown, R. W. MacCabe, T. R. Macdonald, H. O. Wallin, and T. W. R. Wilson, from the Shanghai Rowing Club; Messrs. E. F. Mears, C. Encarnacao and C. E. Ozorio, from the International Swimming Club; and Mr. J. Worwood, from the Police Recreation Club. It seems a fairly good all-round team, but it is to be regretted that such able swimmers as R. A. Berthier, E. V. Fetherston, though R. A. Brodie and J. H. McGregor are unable to make the trip.

WHEAT MARKET ENIGMA.

SUSPICION OF INTERNATIONAL TRICKERY.

The remarkable reversal of views regarding the world's food supplies for the forthcoming year has aroused great interest among those who are officially or privately concerned with the vitally important of the world. Wheat is, of course, one of the greatest controlling factors in the food market, and when, some days ago, a world wide wheat shortage was forecasted there were general fears of a famine during next year. Some "authorities" did not hesitate to refer to "starving populations throughout the world." Yesterday the satisfactory news was received that so far from there being famine in prospect all the wheat exporting countries had surpluses, and that the crop forecasts were generally favourable.

With a view to seeing if a solution could be had locally of this contradictory state of affairs, a representative of the Ceylon Observer called on Mr. Hancock, the Deputy Food Controller, at the Chalmers Granaries. At the outset Mr. Hancock said he had never placed credence in the alarm reports regarding a world shortage of wheat, one of his suspicions being that there had been an international attempt to jerry-mander the market. So far as Ceylon was concerned the food position was absolutely safe.

Questioned as to the wheat import into Ceylon, Mr. Hancock said that during the export by licence period imposed by the Indian Government the island had been receiving a total of about 2,000 tons of wheat flour per month. There were no flour mills in Ceylon. The total was made up, roughly, of 750 tons from Bombay, a like amount from Karachi and 500 tons from Calcutta. In addition to this there were the Australian supplies, and it was his personal view that the island was receiving as much flour as it needed. Australian flour some time ago was a drug on the market, and retailers had to sell at a lower price than that scheduled under the control system. Bombay flour was mainly in demand locally, it being much preferred to that from Calcutta or Karachi. The reason did not appear obvious to him.

The local flour market, proceeded Mr. Hancock, was very difficult of understanding. It was very irregular, and so far from flour being a glut on the market just now, he believed that transactions in it would be a good speculation. The prices were controlled by the Food Controller, but little could be done owing to the rapid fluctuations, and there was also the exchange difficulty to be faced. Prices might at any time fluctuate a rupee per bag on each side of a given figure.

Mr. Hancock has as yet received no information as to whether India intends to relax the export by licence system.

A HOODWINKED KAISER.

TREATED AS A NONENTITY BY HIS WAR STAFF.

The keynote of Princess Bluecher's book, "An English Wife in Berlin," published by Constable, is in this sentence: "I sometimes feel fairly torn in two, between love of my family and native land and love and loyalty to my husband and his country for his sake."

In August 1914 Princess Bluecher was in England. On the declaration of war they travelled with the German Ambassador to Germany and stayed there throughout the war.

She reported that the wife of the man who invented poison gas—herself a doctor of chemistry—committed suicide when she saw what was being made of their inventions.

In May 1916: "To our great astonishment we have been asked to undertake a little peace movement on our own account. . . . In answer to my objection that my letter would probably never pass the English censor, they replied that it would not go by post at all, but by special messenger, and that I could see the very man who would personally place my letter on any writing-table in London."

They actually seem to have succeeded, moreover, for after I had with considerable qualms of conscience committed myself to the letter, a reply reached me in due course which I will not quote."

On February 1919: "A friend came in to spend the evening with us, and had come straight from Amerongen, where he had spent two hours with the Emperor. . . . He complained most bitterly that he was deceived and lied to from the outset of his reign, and especially throughout the war. His Ministers never told him the truth, his military authorities never let him know how things really were, and the naval authorities quored and stated absolutely fabricated figures. . . . The Kaiser says he was treated as a nonentity by his General Staff; that they made a point of contradicting every order or command that he gave."

"My informant also told me that the Kaiser deeply regretted the death of Miss Cavell, and that the order for the execution had been given by a drunken general who was personally vindictive towards England."

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WALL STREET PLOT.

THEFT OF SECURITIES IN NEW YORK.

A MASTER MIND.

Evidence adduced in secret hearings of bankruptcy proceedings brought against the estate of Jules ("Nicky") Arnstein, alleged to be the master mind in a criminal plot to steal securities of the value of a million sterling, is said to involve at least 15 persons, including a number of Montreal brokers, whose part was to help in disposing of the stolen securities.

Other evidence now in the possession of the Prosecutor, which is promised to prove of a sensational nature, sheds light on the murder last August of Benjamin Binkowitz, a pugilist and a former messenger of a firm of Wall Street brokers, who disappeared with securities valued at \$35,000, and was found three days later stabbed to death on a lonely turnpike near Milford (Connecticut). It has been known for some weeks that the bankruptcy proceedings against Arnstein brought by a company which insured brokerage houses against theft by messenger had led to the investigation of the Binkowitz murder. It is said that the inquiry produced evidence that the men in the plot were associated with Arnstein and "Nicky" Cohen, whose method of operations was to engage dishonest messengers to deliver stolen securities to them, which they in turn sold to unscrupulous brokers for sums amounting frequently to less than a quarter of their face value. Binkowitz is understood to have been murdered because he declined to deliver securities stolen by him for the paltry sum offered.

According to the evidence, Binkowitz, after gaining possession of the securities, was enticed to Milford by other members of the gang, and there was plied with liquor, introduced to female accomplices, the wives of members of the gang, and lured into a motor-car, which was driven along a lonely turnpike, where he was killed after a desperate fight to save himself and the securities, which he had sewn in the lining of his coat. Arnstein and his associate Cohen have been fugitives for three months successfully eluding scores of police and private detectives, although the latter declare that the pair have not been far away from New York City. It is stated that the arrest of both is expected. Detectives are convinced that Arnstein and Cohen are not so much concerned at returning to face the indictments charging them with theft of the securities as about the latest turn which the investigation has taken.

It is understood that the authorities have evidence that a well-known Cleveland gambler, known to be a friend of Arnstein's came to New York two days before the Binkowitz murder, returning to Cleveland the day after and taking with him securities worth \$10,000 taken from Binkowitz's body. These securities, now in possession of the Prosecutor, were recovered from a Cleveland broker, with whom the gambler is said to have pledged them, and have been identified as part of those stolen by Binkowitz from his employers. An additional feature of the investigation is the evidence given by David W. Sullivan, a broker in New York and Washington, who is said to have confessed that he obtained securities last year worth more than \$100,000 from Arnstein, paying about a quarter of the value because of his knowledge that they had been stolen.

The chain of evidence of the plot to amass a volume of stolen securities is being slowly forged by confessions from four former messengers, now under arrest, who were captured by detectives at the point of their pistols when they met in the lobby of the Woolworth Building to discuss their plans. It was this capture four months ago that led to Arnstein's flight, and at that time one of the boys involved told the police that a prominent Tammany politician, who was to have shared the spoils, had guaranteed them protection against arrest. At first the boys refused to divulge his name, but three months in prison cells without any indication of the politician coming to their relief served to weaken them. It is understood that one group has now revealed the name of the individual, whose indictment is expected to follow, although it is not expected that he will prove an influential person, as the boys were led to believe.

NAIVE.

A general of one of the fighting factions applied to a foreign Station master the other day for a special train when the following conversation took place:

Station-master: I can only spare one carriage but this will enable the engine to take you to your destination at 10 miles an hour.

General: In that case cannot you spare three engines to enable me to travel at 180 miles an hour?—N. C. Standard.

Beginning August 15, "WALLA WALLA" BOATS will call on all ships flying the flag of "ZED."

THE EQUITABLE STAIRS.

FORTY-SEVEN STORIES IN NINE MINUTES.

We do not know where the following originated; we found it in the Ceylon Observer—Forty seven stories climbing, not telling, them—in less than ten minutes is the record established by Howard Le C. Roome, former Yale half back, who, by mounting all the 940 steps in the Equitable Building, No. 120 Broadway, New York, on a wager that he could reach the roof in forty minutes added \$4,100 to his bank account. We give the story as told in the American language in the New York World, leaving our readers to translate for themselves.

While not a victim of embonpoint, Mr. Roome, it may be mentioned in passing, is not as agile as he was fifteen years ago, when he achieved fame as half back on the Yale team. Not exactly portly, he is fashioned somewhat on a generous style of pulchritude.

Mr. Roome had not mentioned his potential ability as a stair climber in any vaunting spirit. He had made the remark casually, like a man kissing his sister. J. Ford Johnson, Jr., broker, with C. D. Barney and Co., No. 15 Broad Street, opined that Mr. Roome was affected by the exuberance of his own verbiage. One word led to another, and all words led to a wager that the former Yale athlete could not negotiate the ascent in the prescribed time.

Broker Johnson posted \$1,000, which covered a check of like amount on which Mr. Roome limned his John Hancock. By the terms of the wager Mr. Roome was to receive from Broker Johnson \$1,000 for each minute under the forty nominated in the agreement.

An afternoon was the time set for Mr. Roome's ankle excursion up the equitable steps. The press had been notified and forthwith agreed to take a liberal interest in the proceedings. A newspaper man, with a paid up life membership in the Automobile Club, hastened down to the marble halls of the Equitable at 3.30 and, pressing a wild onion panetela of the Chloride de Lime variety to Clendennin McSwat, Seventh Assistant Elevator Starter, inquired when the climb was to begin.

"There's the bunch, waitin' for 'em now," said Clendennin, pointing wearily toward the information desk, after the fashion of a man who had been doing the same thing for the last ninety years.

The reporter sauntered over to a group of his confreres. Counting reporters and photographers, there were present probably forty newspaper persons. A man was there in a Corse Payton sombrero from the Breeders' Journal. Representatives were on hand from the Island Grocer, Lather and Brush, Brookside Greengrocers, Erie Echoes, Railroad Rumbles, and Lingerie News. One woman reporter was present. She said she came from the Gospel Banner and wanted to add the story to her series on "How They Climbed in the World."

At 3.50 o'clock Mr. Roome descended into the bowels of the Equitable Building, doffed his coat, and, waistcoat, shed his hat, and started for the base of Equitable flagpole. Eight minutes and fifty two seconds later he stood on the roof of the sky scraper, permitting a zephyr from Cape Sabine to play an interlude across the back-of-his-neck.

"Are you tired?" asked a reporter with thin legs and an inquiring mind.

"Hell, no," replied Mr. Roome.

Those who thought Mr. Roome would be breathing like the exhaust of a bath tub when he hit the roof were slightly off the trail. The former Yale athlete was scarcely panting.

From the sub cellar to the base of the flagstaff Mr. Roome climbed forty seven stories, counting the three sub cellars and the floors atop the roof level. As there are also twenty steps in each flight of Equitable stairs, he covered a total of 940 steps, or 14 2/5 steps per second. For this demonstration of speed he will collect something like \$4,400. Good work, say we.

ELLERMAN LINE.

NEW SERVICE TO EAST.

With regard to the Times announcement recently that the Ellerman Lines, Limited, are inaugurating in July a regular monthly service, it appears that this direct monthly service will be from Montreal to Port Said/Soudan, Aden, Bombay, Colombo, Singapore, Batavia and other Java ports. The first steamer to sail from Canada will be the Katung at the end of July and the regular service will be run more or less on the same plan as the Ellerman Bucknalls American Indian Line, which has a service now between New York and India. The service is going to be inaugurated solely in the interests of the development of trade between Canada and India and the Far East. Most steamers belonging to this line carry only cargo but a few of them have accommodation for a small number of passengers. These steamers will also take cargo for Karachi, Madras and Calcutta for transshipment at Colombo or Bombay.

THE MAD FOREIGNER.

EIGHT MILLION CIGARETTES DESTROYED.

COOLIES SEIZE FREE SMOKES.

It has long been an established fact that the average Chinese coolie holds the opinion that the majority of foreigners in Shanghai are, if not exactly insane, at least not quite right in the head, but the coolies at Footing think at present that all foreigners in general and the B.A.T. and Customs' people in particular, are stark, raving mad.

The cause for their forming this opinion is easy to assign, and from a very rough knowledge of their mentality, easily understandable.

Some time ago the British-American Tobacco Company shipped to the United States a consignment of cigarettes, the total number running into many millions.

On arrival of the goods in America it was found that through some cause or other, the cigarettes were not in good condition, having become more or less damp, so the consignees refused to accept them and promptly shipped them back to Shanghai.

The B. A. T. Company to avoid payment of the import duty that would necessarily have to be paid if the goods were brought back, to facilitate their recovery of the export duty paid when the cigarettes were exported, and to avoid the great amount of work and expense that would be entailed if the goods were examined carefully to sort out the damaged cigarettes from the undamaged ones, decided to destroy the whole consignment, and obtained permission to make use of the Customs' opium furnaces at Footing for this purpose.

One hundred and fifty cases, each containing on an average fifty thousand cigarettes, were consigned to destruction.

"COOLIES MAKE RAID."

The sight of millions of apparently good cigarettes being dealt with in the same manner as confiscated opium was too much for the Footing coolies and they made a more or less organized raid on the enclosure containing the four opium furnaces.

At that time the only person on the spot with any semblance of authority was a Customs official who was checking the numbers of cases of cigarettes being burned, and naturally he could do but little to stem the tide of invasion, with the result that many thousands of cigarettes that were intended for the furnaces are, presumably, now being destroyed at a much slower rate by the raiders and their friends.

"GUARDED BY SOLDIERS."

It was obvious from this occurrence that some steps would have to be taken to avoid a recurrence of these incidents, with result that the cigarettes when consigned to the flames are now guarded by soldiers with rifles and fixed bayonets, and river police.

To judge from appearance of the cigarettes being put into the furnaces they are in quite passable condition, so the anxiety of the native population of Footing for free smokes is hardly to be wondered at.

The method of destruction as adopted is quite sure and complete. A case is carried to near the door of a furnace and broken open, the cigarettes being first thrown followed by the cases themselves.

About 350 cases a day are being dealt with and it will take two or three days more for the work of destruction to be completed. It is estimated that between seven and eight millions of cigarettes are being thus destroyed.—Shanghai Gazette.

TWICE SHIPWRECKED.

AMERICAN SAILORS REACH HONOLULU.

Five American sailors, haggard and weakened by privations consequent on two shipwrecks, recently arrived at Honolulu and were sent to San Francisco by Mr. Malcolm A. Franklin, collector of customs, who is deputy shipping commissioner there.

The five men belonged to the ship's company of the American schooner "Defender," which was sailing for her destination—Levuka, Fiji.

When the "Defender" went on the Fijian reef, the heavy seas carried away the lifeboat and the officers and crew were forced to quit the vessel in the dinghy. After fourteen hours they reached Ulanga Island, where, eleven days later, a copra ketch took them aboard. Going into Moce, the ketch struck a reef and her crew and the men from the lost "Defender" were forced to cling to pieces of rigging from dark until daylight, when natives rescued them in canoes.

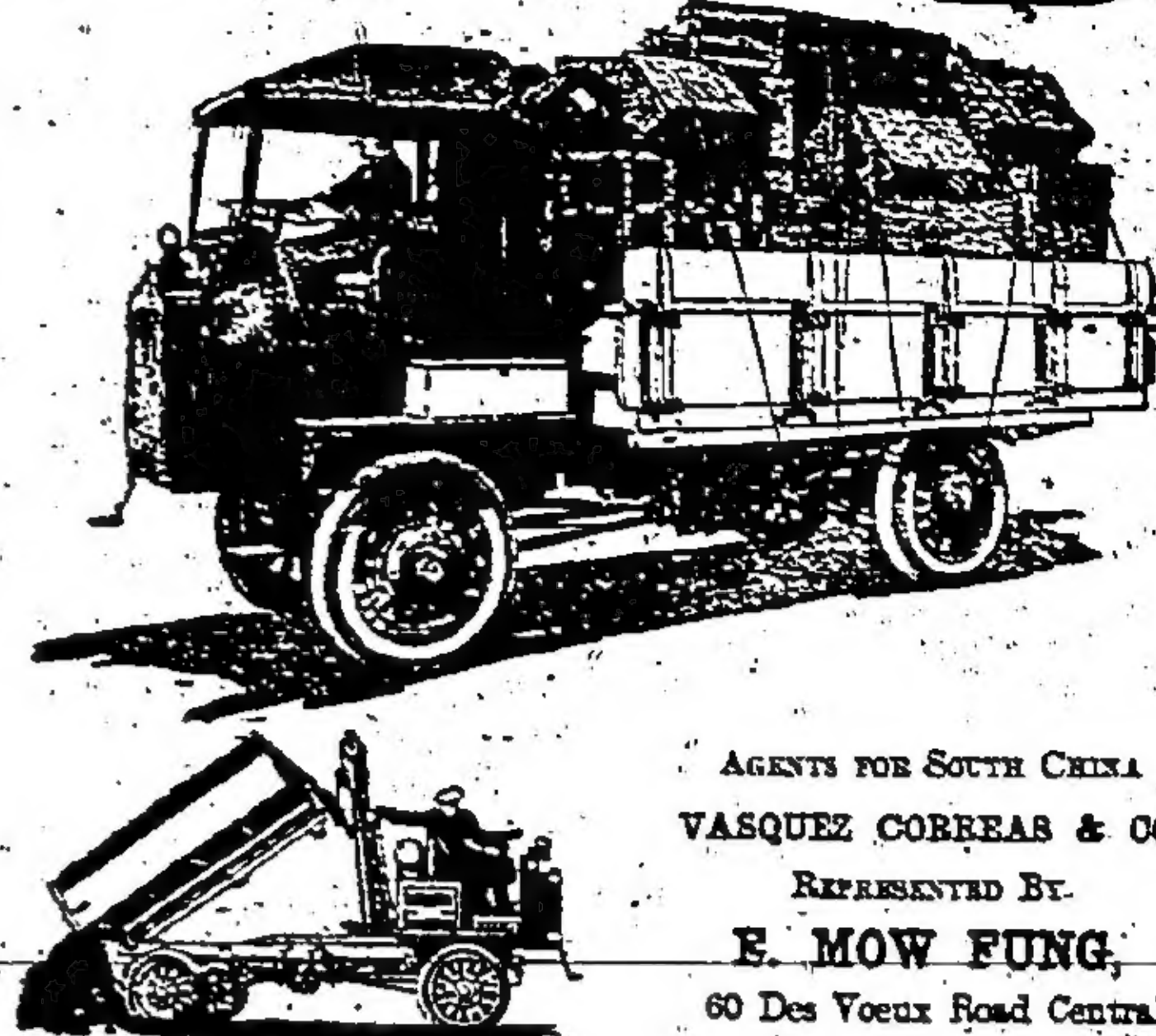
A Japanese trading schooner took the "Defender's" twice-wrecked crew to Suva, where the Canadian-Australian liner "Niagara" picked up five of them and took them to Honolulu.

SUPPLIED BY ALL CHEMISTS. PHYSICIANS prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. Retail by all Chemists and Storekeepers.

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A tablespoonful of the powder dissolved in glass of hot or cold water, or a few tablets dissolved in the mouth, will prevent fatigue & restore energy.

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